Issue No. 15 December 1957

AIR COOLED NEWS

PUBLICATION OF

THE H. H. FRANKLIN CLUB

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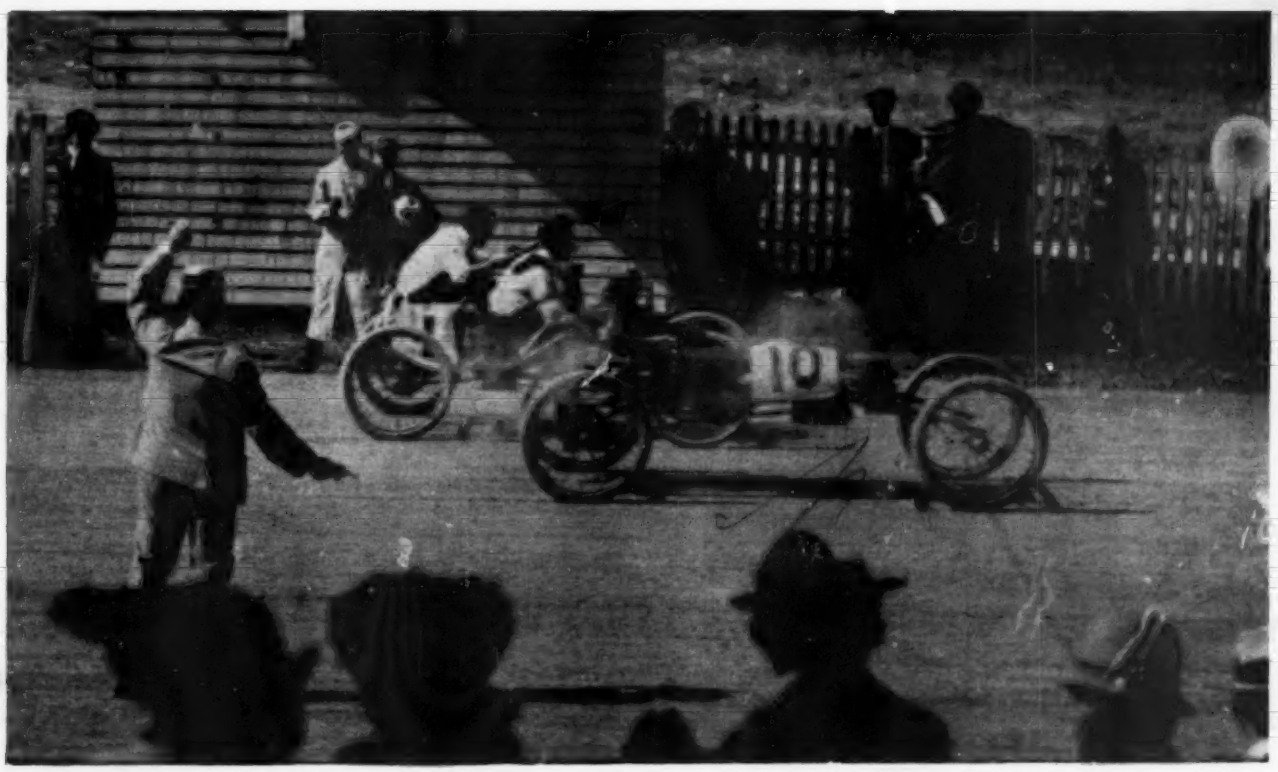
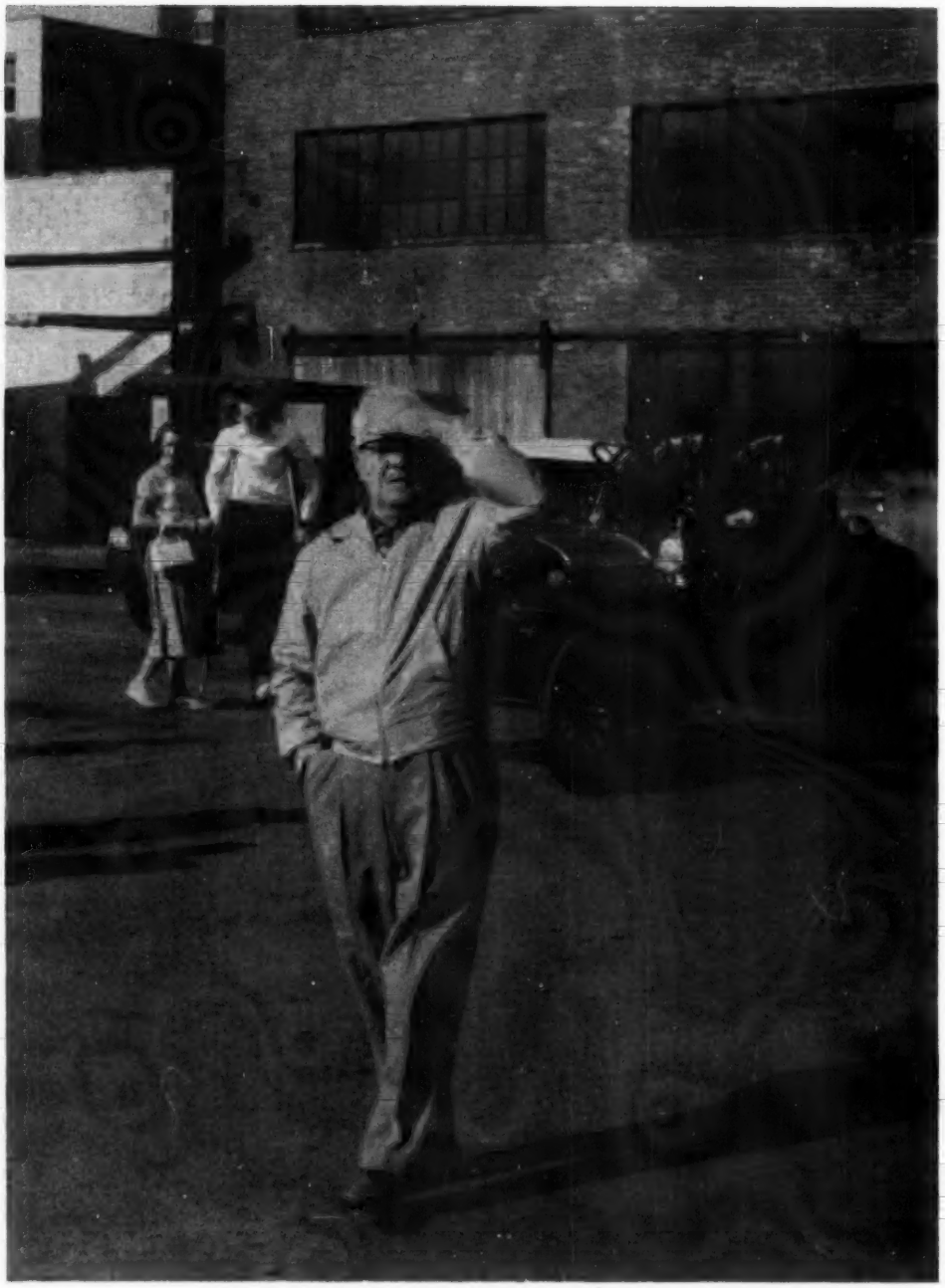




John Leo Burns
1883 - 1958

John Burns has left us.

John Burns, who held no degrees, must be listed with the great engineers of all time.

He had no superiors and few peers as a diagnostician. He had hands that could fashion the things his great mind conceived.

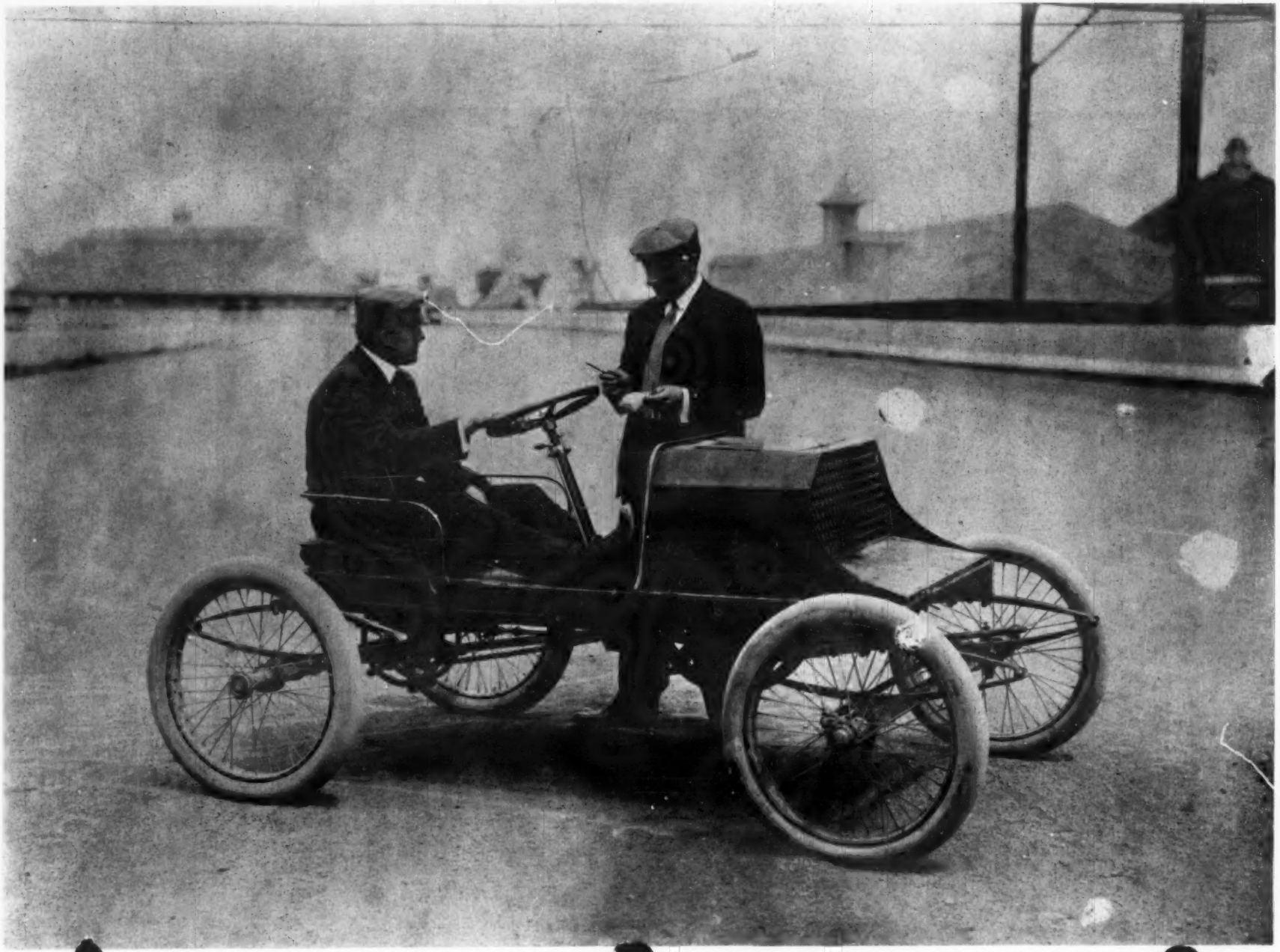
For sixty years a great automobile was a dominant part of his life. His loyalty to that car and its builders is legendary.

He held to a simple and sincere Faith. His code left no room for fine shadings, a matter was honorable and right or it was not right. He expected the same code in his fellows.

His friendship was a thing to be valued. No man whose principles failed to meet his standards could receive more than tolerance.

John Burns has left us. As long as men love fine machinery his story will live. As long as men honor integrity in their fellows his memory will live.

February 4th, 1958



AIR COOLED NEWS

PUBLICATION OF

THE H. H. FRANKLIN CLUB

VOL. V, No. 3 DECEMBER 1957

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"And lo! Ben Adhem's name led all the rest." Throughout all their years the makers of motor cars have striven to emulate Abou Ben Adhem, not his immortal fame as a friend of man, we fear, but rather his leading place on the list.

In their earlier years these makers tried through competition in races, reliability runs and other forms of shoulder to shoulder contests to prove to everybody that their name ". . . . . led all the rest". Franklin was no stranger in this field.

In earlier issues much of this has been touched upon and several of the really outstanding achievements of Franklin in competition have been fully covered. In this number we are telling of still other events and, for continuity's sake, are lightly reviewing some of the stories that have been told. As better pictures and more material become available we may, from time to time, expand upon some of those many contests that have only been listed so far.

When we first started with this magazine we thought the most desired condition would be to have jammed files from which we could select a few bits now and then. Now we are not so sure. We have enough data and pictures on hand to fill many more pages than our budget will permit, so we are forced to shrink all this wonderful material into our few pages. Through the kindness of a non member, Mr. Montgomery Young, we have the entire correspondence that led up to the Walla Walla Run as well as every telegram and message that followed, this would fill the issue. Member E. G. Baker, "Bake" to his friends and "Cannon Ball Baker' to a large part of the world, has generously loaned us his entire file on Franklin, this would fill one or two issues in itself, so we had to choose from a hundred and fifty photographs and a wealth of text.

Many of you have sent us fine pictures and materials that just do not fit into this number but will be a great help in following issues. Some of this has only recently arrived. much of it we have had for a long time. To you also, our thanks.

Our cover picture shows the start of a five mile race at the Syracuse Fair Grounds on September 12th, 1903. Dan Wurgis driving the Oldsmobile Pirate set a new world's record of 5:49 in his class as well as defeating John Wilkinson in the Franklin. For the enlightenment of the hotrodders of El Mirage and elsewhere we would like to note that Dan Wurgis' Olds is a "slingshot", fondly believed by many to be a quite new idea.

The picture to the left, taken at the Fair Grounds on July 20th, 1903, is by far the finest picture we have come across of John Wilkinson in the first of the racing cross engines. We are much indebted to Mrs. John Wilkinson for the use of these two wonderful pictures out of the past.

The H. H. Franklin Memorial Award, for the best air cooled car in the Glidden Tour, was won this year by Roger Johnson of Massachusetts.

Each year our Club gives this trophy to the organization sponsoring the Glidden Tour to be awarded by them, under their own rules, to the air cooled car regardless of make, that their judges deem to be the most deserving. For 1957 the Antique Automobile Club of America presented the plaque to the wonderful little 1901 Knox. This superbly restored little car, shown on the inside rear cover, is another example of the unsurpassed work of member George Green of Lambertville.

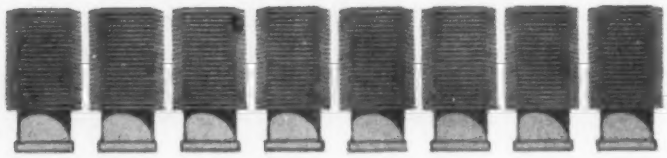
In addition to this year's Tour the Roger Johnsons also drove the Knox in the 1954 Tour as well as an extensive trip through the Eastern part of this country and then their wonderful ride through parts of Europe in the Summer of last year. We will try to talk member Roger Johnson into bringing the three wheeler to the Fifth Trek. We asked Mr. Johnson to write an article on the Knox, he replied with exemplary honesty that he was too lazy to do it. As Colonel Knox passed away recently much has been written about him and his interesting career. So we are reproducing some pages from the original catalogue of the 1901 in lieu of that article.

The special advertisement on the rear cover tells its own story and seemed particularly appropriately for this number. It appears through the kindness of member F. E. C. Bell of Alberta.

Sixteen copies of the last issue were returned because the member had moved without giving us a forwarding address. About five of those we managed to locate. We have enough to do at the editorial office without also trying to be a Dead Letter Office. From now on any magazines that are returned for this reason will be put back in stock, we will make no further attempt to locate you. It will be entirely up to you to keep us informed of where you are.

John A. Russell

We regret to report the passing of member John A. Russell, Orlando, Florida during last August. In addition to his membership in our Club Mr. Russell was one of the most active of AACA members in his area and was the Director of the Florida Region of the AACA. We are sorry that we had never known John Russell, his passing is a real loss to both Clubs.



1905

Vanderbilt Elimination Trials

Long,. long ago, probably about 1908, I was browsing around the Franklin test yard when I came upon a wierd and wonderful beastie. A straight eight Franklin engine in what I took to be a test frame. Hoodless, it was the most impressive looking power plant I had ever seen but bore little resemblance to the current engines. Somebody told me maybe it was Johnny Burns, that it was a race car that the factory had built in 1905 with Vanderbilt Cup hopes. It did not take too much persuasion in those less nervous days to get permission to take it out . . . we were up there dickering on a new car . . . so for a half hour or so I drove this monster gingerly around the streets of Syracuse, no doubt fancying myself the peer of Tracy and Robertson.

Years later, after the forming of the Club, I tried to learn something about this car and its fortunes. Largely through Meredith, but with an assist from Burns, I have landed some pictures, such as they are, and the bare facts about the race car. It was built, apparently using the Type C engine as a basis, as a proposed entry in the 1905 Vanderbilt Cup Race. Actually it never started in the main race, losing out in the Elimination Race . . . one of the universals pulled out . . . held September 23rd, 1905 to select a team of five cars to represent America in the Race. So far as is known this was Franklin's one and only official attempt to crash big time racing. While I had always understood that it was a factory entry The Franklin News of March 1st, 1921 states that it was built for Colonel E. H. R. Green and entered by him in the race. As this was published sixteen years later and contains the erroneous statement that it was driven in the Vanderbilt Race itself I am inclined to believe it is also in error as to ownership. Colonel Green did own several Type Cs that were raced for him by Walter Winchester, this could have confused the 1921 writer. Does anyone know?

In telling of the Elimination Race I am sure that I cannot improve on the story that appeared in THE AUTOMOBILE of that day so I am using the words of the reporter who was there. Out of the twelve hopeful entries that day the American Team emerged as Pope-Toledo (Dingley); Locomobile (Tracy); Royal Tourist (Jardine); Haynes (Nutt) and Thomas (Roberts). The Race itself was won by Hemery of France in a Darracq with Heath, another Frenchman, second in a Panhard and our own Locomobile with Tracy up came in third.

ground until about a minute before the start, when he cranked the motor, Winchester evidently taking no chances of overheating the motor while the car was standing still. The cylinders were fitted with auxiliary exhaust ports, and the rapidity and volume of the explosions kicked up a tremendous row. The seats appeared to be very high, and Winchester sat up behind the wheel and took notice of all that was going on. After the motor started he apparently could not hear the timer calling off the seconds, and starter Wagner waved his hand when the last second had expired. The car got away comparatively slowly and with the peculiar automatic gun noise characteristic of the Franklin racers. Winchester completed his first round at the rate of 46 miles an hour, but was put out in the second lap by the propeller shaft pulling out of the back connection at the differential casing. In this car the driving effort was transmitted through the rear springs and the pulling apart of the driving connections may have been caused by the working of these springs. The result was a disappointment, as many were anxious to see how an air-cooled car would behave in the race, and the mishap had no connection whatever with the air-cooled features, but might have happened to a water-cooled car of the same structural build."

"At the Start and Finish Line"

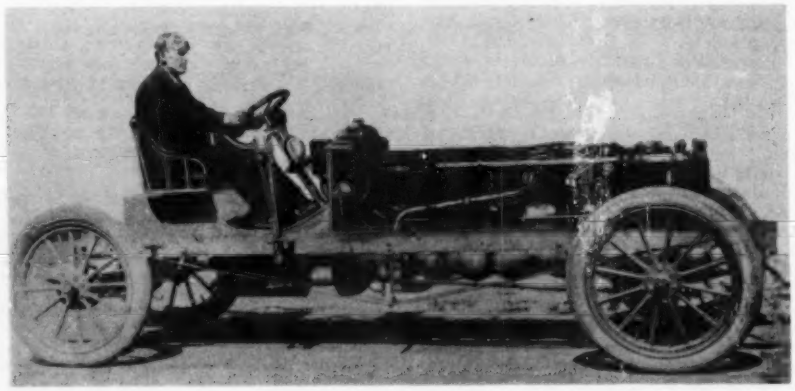
"It was just one minute later when W. F. Winchester came up in the Franklin—a dark horse in the race with its eight cylinder air-cooled engine setting high on the wood frame, and the seat for the driver and mechanician perched high over the rear axle."

"At the Corner in Sleepy East Norwich"

"The Franklin was close behind the Pope-Toledo, however, having apparently just been passed: These two machines were only ten seconds apart. Both took the turn carefully, but the Franklin swerved somewhat violently as it approached, causing a sudden and rapid scattering of the spectators."

"On the Lookout at Bull's Head"

"At 6:04:30 the Franklin car, No. 9, driven by W. F. Winchester reached the turn. The car was driven along the level stretch at a high rate of speed, but when about 100 yards from the turn the mechanic (W. E. Raux) reached forward and cut out the ignition. The car's speed slowed up perceptibly before reaching the curve and still more as it struck it. The engine fired several times irregularly as the car coasted around



"Each Car's Race Performance"

"No. 9. 60-horsepower Franklin, driven by W. F. Winchester. The interest of the experts was aroused when the big eight cylinder air-cooled car came to the line, as many then saw it for the first time. Its great row of cylinders was exposed to plain view, the car being minus a bonnet, and, of course, there was no radiator in front or water connections to obstruct a hasty inspection. At the line the mechanician stood on the

the corner and the spark was then thrown on again and the machine continued at high speed."

"At the Angle in the Guinea Woods"

"Following Lyttle came the 60-horsepower Franklin car at 6:11 o'clock. Winchester was going very fast approaching and after the turn, but at the corner he swerved badly, although greatly reduced in speed at the instant of swinging into the Willets road."

"Watching the Albertson "S" Turn"

"Then the yellow Franklin appeared, its eight-cylinder engine bare of bonnet or other covering. Its speed was something less striking than its appearance, and something appeared to go wrong with the mixture at the first turn, for it slowed down excessively and finally stopped an instant just around the turn, emitting a cloud of blue smoke while Winchester readjusted things, and put it in low gear for a fresh start. Evidently something worse than carburetor troubles befell it later, for it did not again appear."

"All Weighed-in Except One"

"The Franklin—'a long string of cylinders on a wooden stretcher,' as one spectator put it—was weighed at 2,182 pounds and passed a satisfactory test."

"Details of Franklin Racer"

"The Franklin eight-cylinder, 60-horsepower racing car conveys an impression of lightness that is deceptive, for the official weighing showed the machine to be but 22 pounds less than the maximum weight limit of 2,204 pounds. The frame is of wood with angle steel strips running along the inside of each longitudinal member to add stiffness. The cross frames are of angle steel of light appearance, and help to support the motor. An aluminum racing body, jacketless cylinders and the general skeleton—like construction of the car tend to make it look light, so that considerable surprise was expressed at the weighing-in when the weight proved to be so near the limit."

"In general the engine resembles two magnified Franklin four-cylinder motors set longitudinally with shafts rigidly coupled together. The valves opening into the cylinder heads are mechanically operated, and auxiliary exhaust ports are used as in the smaller Franklin motors. The cooling flanges on the cylinders are extremely thin and very close together; and on inspection it develops that most of the flanges are of copper, only a few near the bottom being cast. The cast flanges are naturally thicker and wider spaced then the copper ones. Bore and stroke of the cylinders are each five inches."

"Propeller shaft and bevel-gear transmission is employed, a metal-to-metal clutch and a Brown-Lipe sliding gear change giving two speeds being placed in the usual relative positions. The wheels are 36 inches in diameter and fitted with 4-inch tires: the wheelbase is the longest of any of the cars entered in the elimination trials, except the White car, being 128 inches. Hub brakes and a transmission brake are fitted, the hub brakes being operated by a hand lever and the transmission brake by a pedal. Springs are semi-elliptic all around."

"The gasoline tank is placed on the dashboard on the engine side and gives a good head of fuel, owing to the height of the tank. High tension ignition is used, there being a coil for each cylinder and two storage batteries; single timer at the rear of the motor distributes the current to all cylinders."

"The great length of this car, its long motor and the light character of the framing caused some person to express the fear that twisting would occur and cause binding of the engine shaft, which is made continuous thruout its length by a rigid sleeve coupling between the two crankcases. It is stated, however, that trouble in this respect has never been experienced with the Franklin car."

I wonder whatever became of it.—A.H.A.

LESS THAN 3/4 QUART OF OIL USED BY THE FRANKLIN CAR

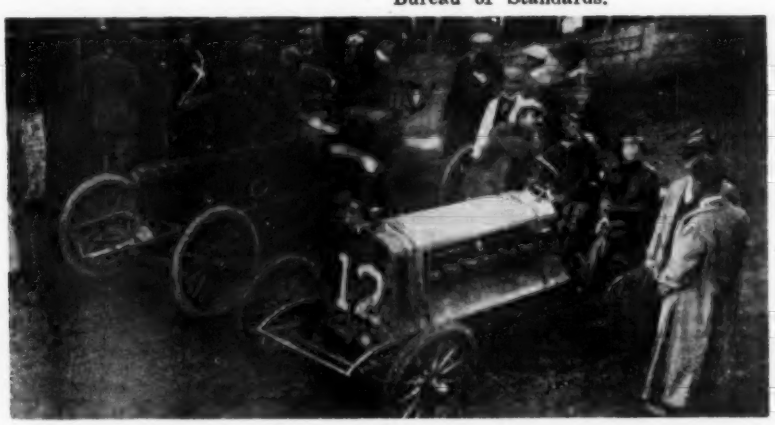
NEW YORK TO CHICAGO
1104 MILES

Franklin has by demonstration scored another remarkable economy record. On November 6th and 7th, 1923, a stock Franklin Sedan, driven between New York and Chicago, a distance of 1,104 miles, consumed less than three-quarters of a quart of oil. That amount, representing the actual oil used, was determined by careful measurement and analysis and establishes what is believed to be a world record for low oil consumption by any make of automobile. In arriving at this figure, allowance was made for crankcase dilution; this being the degree the oil had been thinned by a small percentage of gasoline. Only .736 of a quart of oil was used on the entire journey, or at the rate of 5,992 miles to the gallon.

The test was conducted strictly in accordance with the very positive and detailed rules as set forth by the Automobile Club of America. No allowances were made by the observers, Messrs. P. P. Charles and E. D. Schaefer. The club officials worked until twelve o'clock the night before the run commenced, calibrating the odometer and the gas tank and checking up the car in every way. The oil in the crankcase of the car when it was brought to New York was removed. The case was drained and allowed to drip for more than an hour. To make sure of obtaining every possible drop in the crankcase, the engine was warmed up thoroughly so the oil would flow freely. All gasoline was removed from the main tank, vacuum tank, gas leads, and carburetor, and measured. The oil used on the run was tested and was of the same quality as regularly recommended by the company to Franklin owners. Five quarts of fresh oil, the exact amount determined by using a graduate, were placed in the crankcase. Four and one-half hours before the run commenced, the hood of the car was locked and sealed and the car left under guard at the rooms of the A. C. A. at New York.

From the time the car left New York until it reached Chicago, not a mechanical adjustment was made and except for the driving controls, it was untouched by a Franklin man. The observers attended to the gasoline which was obtained when needed at public gas stations.

After the run an exact test was made to determine the amount that the oil in the crankcase had been diluted with gasoline. The laboratory report shows 9 per cent; astonishingly low when it is known that many automobiles have shown as high as 40 per cent dilution. The dilution test was made in conformance with methods specified by the United States Bureau of Standards.



For The Record

In the Summer of 1904 L. L. Whitman and C. S. Carris left San Francisco in a stock Type A Runabout in an attempt to set a new Transcontinental record. Mr. Whitman already held this record in an Oldsmobile made the previous year in sixty one days. Since Dr. Nelson Jackson and his Winton had made the first crossing in sixty three days about four or five crossings had been made, each one took a bit over two months.

The full story of this venture, in Mr. Whitman's own words, was published in AIR COOLED NEWS of December 1955. This record breaking little four banger still exists in the collection of member Ralph Hamlin.

The team of Whitman and Carris set a new record of thirty two days, twenty three hours and twenty minutes which remained unbroken until . . . . . .

. . . . . Not satisfied with their wonderful four cylinder time this same pair set out again in 1906, with the additional team of Harris, Bates and Daly, in a stock six cylinder Model H of that year.

Starting only a month or so after the San Francisco earthquake they arrived in New York fifteen days, two hours and twelve minutes after they pulled away from the wrecked San Francisco City Hall. This record lasted for quite a number of years.

They lost sixty six hours from causes not related to the car as well as a wait of twenty eight hours to replace a broken axle shaft, the only real trouble experienced with the car. But none of this time is deducted from their fifteen day run.

AIR COOLED NEWS has told this story in complete detail in the issue of December 1956.

In 1912 Ralph Hamlin made his fifth try at winning the famous Los Angeles to Phoenix Desert Race. In each of his tries he drove a Franklin, in 1908 he was one of a field of only four cars, in this race he finished last, being lost on the desert for fourteen hours.

In 1909 he met with an accident and was out of the race. The next two years he finished in second position. In his 1912 attempt, he and Andrew Smith, his mechanician, made very careful plans based on past experience and trials and set a schedule for the run which they maintained within twenty two seconds.

Ralph Hamlin's winning time of eighteen hours, ten minutes and twenty two seconds broke the course record as well as the record for each day's lap. This picture taken just outside of Mecca gives only a slight indication of the difficulties of this classic Desert Race which Hamlin and his Model D covered at the record rate of 28.1 miles per hour.

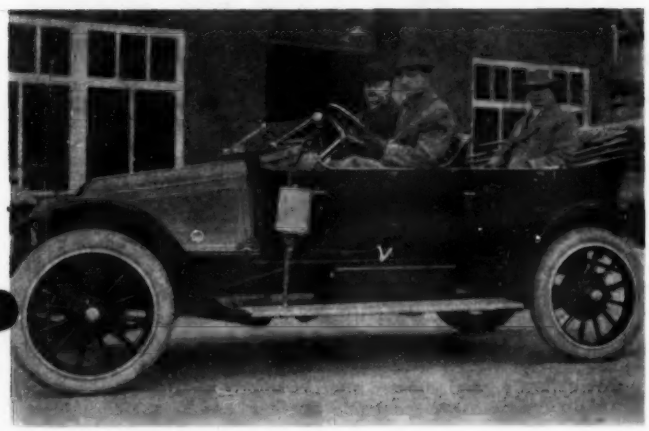
Member Ralph Hamlin has told this story in full in the AIR COOLED NEWS of January 1953. Unfortunately through the years this original racer has become lost but a duplicate is on loan to the Los Angeles museum from Mr. Hamlin.

WITH ONE GALLON of GASOLINE

The Buffalo Automobile Club conducted a one gallon economy contest on July 11th, 1909. This run attracted twenty entries, nineteen of them with complete indoor plumbing and one lone air cooler. The contest was highly successful and resulted in breaking all economy contest records. In addition to the ton mile scoring system this time there was also a time limit of four hours, which seemed no handicap to watercooled cars. Before the end of three hours all had dry tanks except the one lunger Brush and the Franklin, at the end of the official time limit only the Franklin was still plugging along.

S. G. Averell, who was long since well known for his miserliness with fuel, drove a 1910 Model G to a new one gallon record of 46.1 miles and a ton mile score of 68.0, about sixty five percent ahead of the second place car on score and around twenty five percent ahead of his two cylinder opponent on direct mileage.

Driver Averell and the Winning 1910 Franklin Car



Apparently contestants were required to carry their full complement of passengers. Again Franklin did not fool around, their passengers averaged 198 pounds each, the second place Oakland carried passengers averaging 125 pounds! Of course Averell's heavies helped on the ton mile score but they were no asset in achieving the direct mileage of 46.1. At the end of the time limit there was still some gasoline in the Franklin tank, it was not officially measured and Averell did not continue to a dry tank, but as he was using only a little more than a shot glass full for each mile the result might have been impressively more if he had been permitted to continue.

FRANKLIN FINALLY BARRED

Except for certain truck economy runs in which Franklin was the winner of every one they entered, this may have been their last direct competition in this type of contest as rules were eventually so written that Franklin was barred from competition in that field.

When Franklin brought out their wonderfully performing Six Thirty they had already been barred from entering economy contests, which indeed had about died out anyway by that time. In order to show the phenominal economy of these cars the Company organized a series of nationwide demonstrations all made on the same day under widely varying road and weather conditions. The rules, especially as to accuracy in measurement of fuel and mileage, were very strict and all were conducted under the supervision of local automobile club or city officials. In every case a certified one gallon container was used as a tank, regular gasoline lines being removed from the car and motors run until they quit before the special tanks were filled. Every car carried at least two official observers who certified under oath as to the mileage obtained and to the full observance of all required conditions.

In a 1914 demonstration 94 stock Franklins averaged 32.8 miles per gallon, running under the usual rules for economy runs, fully supervised and running regardless of local weather conditions. Case Sanger of Milwaukee, Wisconsin, set the top figure with 51.2. The Editor helped crew the second place car at 50.9.

A similar run in 1915 brought out 137 stock Franklins that made an average of 32.1 miles per gallon with Cowles Tolman of New Haven, Connecticut high man with an even 55 miles on his one gallon.

179 cars participated in the 1917 run which resulted in an overall average of 40.3 miles. Again Cowles Tolman set the top record with the incredible total of 82.8 miles per gallon.

Remember these runs were all made with stock six cylinder cars carrying full stock equipment and in every case the route was traversed in both directions.

The picture to the left shows Mr. Case Sanger of Milwaukee starting on his top record run of the 1914 national demonstration.

Here are the records of the first ten in the 1914 run:

Milwaukee, Wisconsin	51.2
Cumberland, Maryland	50.9
Boston, Massachusetts	49.5
New Haven, Connecticut	48.5
Seattle, Washington	43.0
Kansas City, Missouri	42.9
Minneapolis, Minnesota	42.8
Spokane, Washington	42.5
Elizabeth, New Jersey	41.2
Syracuse, New York	40.3

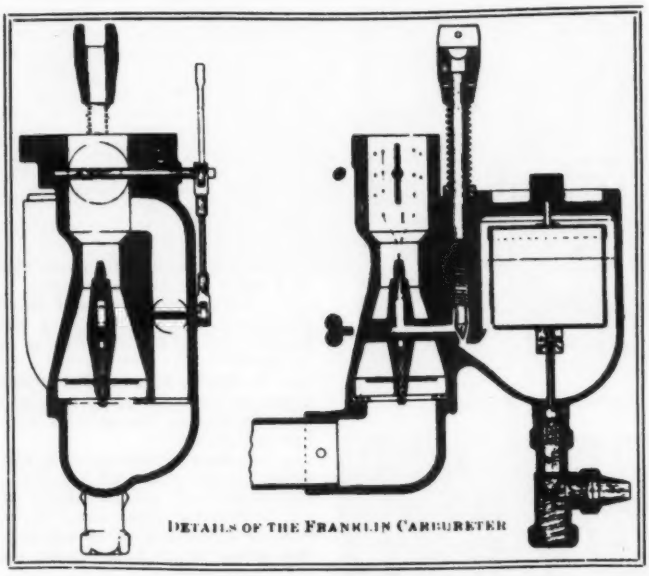
This shows an average of 45.28 for the first ten.

The Two Gallon Efficiency Contest

Certainly the best known of all Franklin economy records is its decisive victory in the early days when it won the Two Gallon Efficiency Contest conducted by the Automobile Club of America over Connecticut roads. This run was made on Saturday, May 4th, 1906 and included an entry list of slightly over sixty cars, American and foreign. The Model G Franklin, driven by Arthur Holmes, turned in 87 miles followed, not too closely, by a Frayer-Miller with 47.9 miles. The scoring took into account other factors than mileage, but on mileage alone two other Franklins exceeded the second place Frayer-Miller, one wtih 58.4 and one with 48.32 miles.

As always in these affairs there were doubters and the A.C.A. requested the two leading cars to repeat the run with the results as later reported in MOTOR AGE of May 10th 1906. It is interesting to note that the WAYNE, whose driver lost his bet, made only 22 miles in the actual contest. In contrast to the winning Franklin with a mileage of 87, stands the MORS, entered by Colonel Astor and driven by A. J. Girman, with a mileage of 15.72 for the undisputed bottom place on mileage alone though even at that it was sixth from the last on the point system used.

Seven Franklins and three Frayer-Millers were among the more than sixty entries. The six cylinder Frayer-Miller was entered and driven by member F. E. Moskovics.



DETAILS OF THE FRANKLIN CARBURETER

Franklin Carburetor

As to the part played by the Franklin carburetor in the 87 miles covered, definite data cannot be given. From start to finish the spark was well advanced—not abnormally—and the throttle was at the smallest possible opening to insure a running speed of approximately 20 miles per hour. Gasoline entering the float chamber at the base is controlled in its entrance by a ball valve, the top of the stem of which has a rigid connection with the bottom of the float; the horizontal line indicating the normal gasoline level in the chamber. Passage to the nozzle is under the control of two regulating valves, one a vertical screw with a conical lower end, projecting into the gasoline channel to the nozzle, immediately where it emerges from the float chamber. The other is a horizontal screw intended to partly obstruct the bottom of the short vertical passage at the foot of the nozzle. Ordinary gasoline regulations are made by the first mentioned regulator.

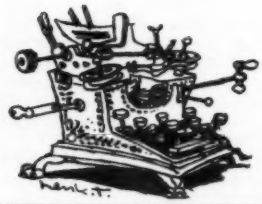
Air entering through a bottom opening rises through a large opening leading past the spraying nozzle. Before passing the nozzle it raises a suction-lifting valve.

All air does not pass up through the opening around the nozzle, a portion going by way of the bypass rising at the side of the chamber containing the spraying nozzle. In this bypass passage is a throttle valve, which is operated in conjunction with the main throttle, controlling the passage of the mixture to the motor. When the regular throttle is partly closed the bypass throttle is also closed and it opens and closes in a fixed relation to it at all times, a governor on the engine controlling both.

This second throttle—that in the bypass—can be considered a good conserver of fuel. On high motor speeds the suction around the spraying nozzle would be abnormal if all the air needed by the motor was permitted to pass it. The flow of air under such conditions would be sufficient to give a too rich mixture for such speeds, when the period for igniting it is correspondingly reduced, because of the higher speed. On lower speeds all air must pass the nozzle. The quantity of air needed is not large, but sending it through the restricted nozzle passage insures sufficient suction to draw enough liquid for a good percentage of mixture of fuel.

Raises Mark To 95 Miles

New York, May 9—Special telegram — The Franklin and Frayer-Miller cars, which won first and second prizes in the 2-gallon efficiency test Saturday, made another run over the course yesterday with official observers and under the original conditions at the request of the contest committee by way of answer to sundry accusations that had been made that their performance on Saturday were not accomplished under the rules as to gasoline limit. Arthur Holmes, in the Franklin, raised its run to 95 miles, while Frank Lawrence increased the mileage of the Frayer-Miller to 59 8/10 miles. In the contest the Franklin made 87 miles and 200,100 points and the Frayer-Miller 47 9/10 miles and 194,953 points. Tuesday's run, according to the contest formula, raised the Franklin to 218,500 points and the Frayer-Miller to 243,386 points. The first result, giving the Franklin first prize and the Frayer-Miller second, will not be affected by yesterday's run, which was an experimental one, in answer to the aspersions set afloat against the legitimacy of their original performances. A. L. Kull, of the Wayne Automobile Co., had deposited with Secretary Butler, of the A. C. A., a check for $1,000 as a wager that a Franklin stock car, if the same model as the winner, could not duplicate its run of Saturday. C. F. Wyckoff, president of the Decauville Automobile Co., had covered the bet with a similar check. The Franklin people state positively the car was a stock machine.



Comments and Letters

This wonderful typewriter by de Heer Henk Tol is with acknowledgements to TUF TUF, the publication of the Pionier —Automobielen Club of the Netherlands. While our mastery of Dutch leaves something to be desired we have noted the rapid improvement of this magazine we receive through the kindness of member Hans van Groningen. In addition to the amusing cartoons of Henk Tol there is a page in the latest issue of drawings by van Groningen of a number of exhibits at the Automobile Museum in Turin, Italy.

Member Fenton Meredith sends us a letter that is an interesting commentary on the Type C mentioned in the "Round Hood" number of December 1956. The letter itself is over fifty years old.

"The air cooled engine is in every way a success. I ran it (Type C, 1904) 50 miles with practically no stops, and at the end of the run, with the throttle wide open, I threw the spark out, and the engine stopped without a kick, proving to me the absolute success of the air cooled motor".

C. C. Pillsbury, Minneapolis, Minnesota

And one from member Fredrick E. Moskovics, author of the story on Frayer-Miller in the last issue:

"Your comment on the race recalls a rather sad event in my life. The bet was substantial—$25,000—and it was against Hispano-Suiza.

The story. as you have it, is not quite true. The race was to be for stock cars and although the Stutz had won practically every race it had been in up to that time without any trouble, including races at Brooklands, England, Monza, Mexican Road Race, stock car races at Atlantic City, Pike's Peak Hill Climb —yet here for the first time we had trouble.

That, roughly, is the story. How it originated I will tell you some day—it happened in a night club in England."

A letter from Mr. John R. Bond, Publisher of ROAD & TRACK, gives some quite interesting additional comments on the air cooled Chevrolet. The letter, dated August 1, 1957, is somewhat belatedly printed due to the simple fact that the editor managed to mislay it for several months.

"I have just received my June issue of Air Cooled News —interesting as always.

Re the Copper-Cooled Chevrolet . . . In 1923 my father was employed by a G. M. division, the Muncie Gear Company. He took me for a ride in the company car of this type and I can still remember that it was very hard riding, the performance was quite mediocre, and the noise level was appalling.

In late years I met, in the engineering department of Oldsmobile, a man who told me what really happened to this noble experiment. The man was and still is one of G. M.'s top engineers, Roland V. Htuchinson.

According to Mr. Hutchinson, all their tests were satisfactory, the car was tooled-up and production commenced. About the time that a few cars were coming off the line, someone got the idea maybe they had better make some field tests in the far west.

This proved to be disastrous because the rather cursory lubrication (felt pads) provided for the ohv rocker mechanism did not keep out Arizona dust, dirt and grit and, of course, the air-cooling scystem aggravated the condition.

G. M. Research (now Product Study) did a rush re-design wtih a system of oil seals and dust covers. This was expensive and not 100% effective. Eventually they developed a unique system of knife edges which was not affected by dust, etc., but it was too late. Production was stopped and possibly other troubles (as suggested by Carl Doman) were also an important factor in this decision."

This comment about "knife edges" puzzles us a bit. The original photograph of the engine we have labelled "prototype" on Page 14 of the June issue does show a peculiar walking beam arrangement that may be the system referred to by Mr. Bond. Will some nearby member inspect this engine at the Ford Museum and report? . . . Ed.

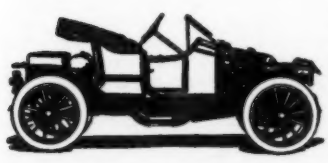
Here is a letter from member Dick Lamphere of Tennessee that we commend to your attention. Several years ago one member told us that his particular Franklin was too frail to take on tours. (It is actually a sturdy model from one of the strong years), somehow we have never forgotten that comment. Members George Green and Roger Johnson would be amused at the idea if they saw that car.

"Here is an item that might be of interest to readers of ACN: It is aimed at those who own Franklins but are a bit reticent about taking them on long trips.

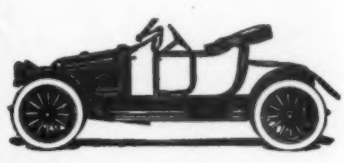
This summer I drove my Series 152, 7-passenger Franklin to New England, a distance of 1,000 miles. Trip was made in a total elapsed time of 28 hours, of which 25 was driving time. Having no one to relieve me, I had to take three hours out for short rests, proving that the car is tougher than the driver. The speedometer was calibrated, and a careful check made of gasoline consumed. Cruising speeds ranged from 50 to 50 in open country. Gas mileage was 16.5 miles per gallon. Car is not quite standard. Rear end ratio is the 12/51 ratio, normally used only in lighter Franklins. The engine has had its compression ratio raised to 6.2. Spark advance characteristic has been radically altered, incorporating vacuum advance unit in addition to centrifugal advance, all tailored to the new compression ratio.

Coming back South, the car carried a total load, including driver, of an even 2,000 lbs., without the slightest difficulty.

In the past ten years I have taken many other long trips in Franklins. one of 12,000 miles, and have been well satisfied with their dependability compared to modern cars. I do, however, make a practice of carrying along a membership roster of club members, and would not hesitate to call on some member for assistance if it ever became necessary, which as yet it has not. I only hope that any other member will feel free to call on me for help in like circumstances."



The pre-TREK issue, that's the next one, is being planned around the very interesting RENAULT period of Franklin. We need your help on this one. Will every member who owns a Renault hooded Franklin PLEASE send us a card listing year, model or Series of any Franklin of this type he may own, this means 1911 through Series Eight. We also wish to borrow catalogues covering Series Five, Six, Seven and Eight. It takes many weeks to plan and lay out an issue, these catalogues and lists of cars will be of little value to us if you do not send them along right away. As soon as the issue reaches the printer your material will be returned to you. So, PLEASE!



THE FIFTH TREK - August 15 - 16, Syracuse, New York

JUST AN OLD MAN'S CAR

It is said that old soldiers never die, they just fade away. This immorality of aged warriors is as nothing compared to the durability of old wives tales and clever sayings. I am sure that there are thousands of other intelligent people who go around with a horse chestnut in their pocket, for it is "well known" that this will stave off rheumatism. There are many more thousands who parrot our headline whenever Franklin is mentioned.

This silly phrase has become so firmly entrenched that it may have even influenced one of our own who, while writing sympathetically on Franklin, said that it was certainly "no bomb". I do not know what this man would consider no bomb, I would concur if he meant the mild little Nines and Tens. Franklins of the earlier 'teens and those of the later years were of a very different stature however. If this man has driven Franklins of those two great periods, in their own day. on the roads of their own times and in competition with their contemporaries and still feels that Franklin was "no bomb" there can be no argument with him, for every man must have his own convictions on politics and automobiles.

The Franklin outfit, plagued with the stupid cliche, decided to dramatically demonstrate that their car, far from being a timid little buggy as the phrasesters would have you believe, was capable of outrunning anything built in its day over the ordinary, catch as catch can, American roads.

The campaign that followed was the most sensational program of records and startling demonstrations yet seen in the automobile world. While this two year period undeniably stimulated sales, yet when you hear the remarks of the uninformed even after all these years, it is questionable if the proof afforded actually conquered the "Big Lie". No amount of supervised oil economy runs killed the early canard that Franklin was "Oil Cooled"; neither the two great transcontinental runs of the earlier years nor the phenominal low gear run, something never attempted by a water cooler, ever eliminated the belief of many that a Franklin wouldn't cool. To the foggy mind catchy slogans are so easy to remember.

BAKER TAKES OVER

This is not meant to be the story of E. G. Baker, I am not going into his boyhood, where he went to school, or how he got his start in his unusual profession. All this would take many, many pages and has been told many times, and well, elsewhere. I want to tell only of Baker's association with Franklin and the wonderful campaign he waged, with the loyal support of others, to place Franklin in the forefront as America's top road car. He believed, the Franklin makers believed and this writer also believes that what really meant anything to the motoring public was high sustained speed over the roads as they were, not merely fantastic bursts of speed on tracks or for short distances. In these latter pursuits some cars of the period, though mighty few of them, could pass Franklin. The car that could stay with Franklin all day long was rare indeed, if it actually existed at all.

At the times these runs were started Baker's reputation as a road driver was long established. It is said that he had never used an air cooler in any of his professional record attempts and that he became interested in the possibilities of air cooling through the exploits of Captain Lindbergh.

But let Mr. Baker tell this himself; "When Lindbergh crossed the Atlantic, I thought there must be an automobile that could make a like record for speed and endurance, and I picked out the only one with a similar engine—the air cooled Franklin. I borrowed a demonstrator from Andy Hutchison of Indianapolis and tried it over a 265 mile test route. It beat the road time of everything—of four, six and eight-cylinder cars. And of one 115 horsepower car."

Unfortunately as this is written Mr. Baker is not available to answer many questions and on some points I must surmise. It is said, for instance, that Baker approached the Franklin Company, after his test with Hutchinson's demonstrator, and offered to shoot for a two way transcontinental record "on the cuff" to show what he could do for Franklin. With no actual confirmation I am inclined to doubt this point. Anyway on July 13th 1928 Baker did sign a two year contract with Franklin, this was some little time after he did make the round trip transcontinental run. What follows is something of a summary of what the Cannon Ball did to earn his salary.

Cannon Ball Baker and Hugh H. Gearhart sign

MANY OTHERS ASSIST

Of course Baker was the golden haired darling of the Sales Department, and with very good reason, his spectacular exploits certainly did not make it any harder to sell Franklins. Over in Engineering he was loved a little less, and again with good reason. In addition to assisting his program in every way they could the engineers had their regular day in and day out job of designing and testing Franklin automobiles. Baker's many ideas, some good and some not so good, raised hob with the regular routine, for the boys over in Sales and Advertising put the screws on Engineering to give his wants priority. I imagine there were many days when relations were strained to put it mildly, however the Cannon Ball's job was to get the Franklin before the public, not to improve it, and there is no doubt that he did that job to perfection.

It is a pity that after all these years it becomes harder, if not impossible, to bring to light all these loyal Franklin people who assisted and backed him in his spectacular performance. I am sure that among them were Edward S. Marks, Robert P. Lay, Carl T. Doman, John L. Burns and many others that do not now come to mind. Certainly Baker would be the first to insist on sharing credit with his many mechanics, those who rode with him and the others who were members of the "ground crew". so to speak. Among them were Mr. William Hackett who came from Franklin's Experimental Department, Mr. Small, Mr. Fred L. Garrett, Mr. Arthur Burns, a younger brother of John Burns and Mr. George H. Schleicher, perhaps the best known of

them all. Mr. Schleicher was a very able mechanician and had had considerable early automobile and aviation experience before joining the crew. He is now connected with one of the big aviation companies on the West Coast. Oldtimers who knew him in race days say that besides being a top shelf mechanic George had a command of blistery language that could cope with any emergency!

One of these oldtimers, who takes a dim view of some of Bake's ideas, still says without reservations, "He was a Class A-1 road driver." Of this there can be no doubt.

Baker and Small on New York to Chicago run

SOME DOMAN COMMENTS

I wondered somewhat about the four wheel drive on the 1929 Pikes Peak car and wrote to Mr. Doman for a little information about it, something of its design, who dreamed it up and why its use was decided upon. Then too I wondered why Franklin did not try the Peak again in '30, considering Baker's good showing. Carl Doman's letter is more interesting than any rewriting, here it is . . . "You are correct. I was assigned to prepare the four wheel drive for 'Cannonball' Baker's Pike's Peak Racer, I believe in 1930. The car raced in 1929. [Mr. Doman is off a year, that was in 1928.—Ed.] with rear wheel drives only, but Bake felt he could get better traction if he was driving on the front wheels. Therefore, we designed a gear box to go on the rear of the regular transmission. From this gear box a shaft extended to the left and a shaft extended to the right. Each of these shafts connected up to another gear box with a 90° drive. These extra boxes were bolted to the frame. From these boxes, shafts went down to each of the front wheels. On the end of these shafts—both of which had universal joints—there were gears which mated with a gear on the wheel spindle. The drive was totally enclosed and was surprisingly quiet.

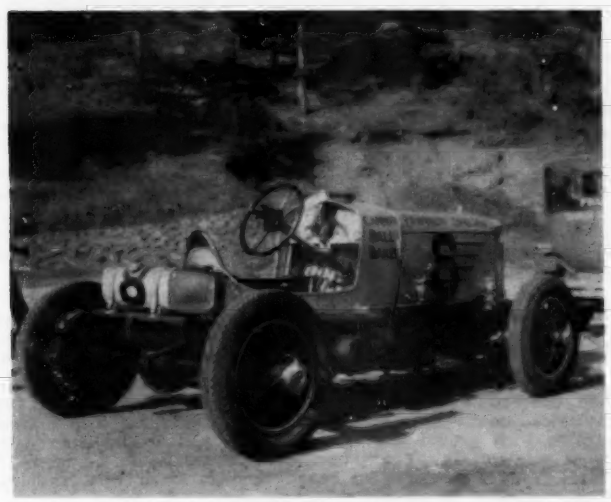
I cannot recall whether the four wheel drive really proved itself at the Pike's Peak Race because . . . the engine never produced the maximum power due to . . . the carburetors used.

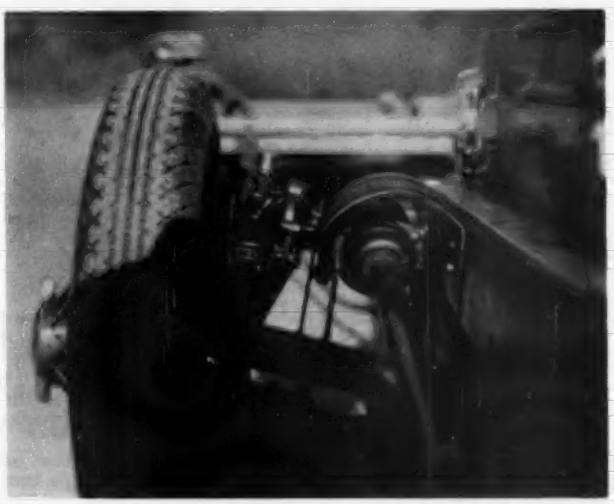
The car when it was first assembled actually refused to move, since the front wheels and rear wheels revolved in opposite directions. It was caused by the fact that the gears were assembled incorrectly. (This is simply priceless, why doesn't ACN have a cartoonist? I can just see that car sitting there, roaring and spitting gravel both ways while a stupified Cannon Ball Baker and Carl Doman look on! AHA)

You are correct. The engine used in the Pike's Peak car was also used in the transcontinental run and also later in the airplane test at Waco's plant. In the airplane the magneto was used, I believe a Bosch (Scintilla . . Ed.), whereas in the trans-continental runs the battery ignition was used. . . . I believe the reason Bake did not race again at Pike's Peak was the fact that the depression had begun to hit all of us and there were not sufficient funds."

GANDY BRIDGE

Almost any one of these runs would make a good story if told in minute detail, for the mere listing of miles per hour and that sort of thing gives little picturing of what really goes on during the long, long hours of a transcontinental. But to attempt to tell even the highlights of all these runs would send all but the completely dyed in the wool types to the TV guide or to the kitchen to see what's left in the refrigerator. Several of these runs are deserving of a few words. (That's a bit ridiculous, they are deserving of many, many words) beyond their mere listing. Take the Gandy Bridge affair, Baker and Schleicher were on their way back North from the New York to Miami run, in which as usual they had nicely lowered previous times. The bridge was a challenge to any one, more of a tunnel really, five and two tenths miles long and just a scant two feet wider than a standard type of car. The game was to see how fast you could drive through this bridge without scraping pieces off of your car as you went along. Baker racked up 83.5 MPH going through, the fastest yet, of course! Alright, its conceded that Bake is a better driver than most of us but as a demonstration of Franklin's superior steering ability it was a real testimonial. If anybody cares to try to beat that with his power steering job, I'll watch, not ride.





OVER THE MOUNTAIN

In the 1929 Pikes Peak Race Baker's Franklin was admittedly a special, pitting it against a dozen other specials he brought it in in third place, fifty seconds behind the winner. It was Bake's second appearance at the Peak, driving against a field that included many very experienced Peak drivers he put on a splendid race that brought much credit to him and to his Franklin. While, like all the other cars, his Franklin made no claim to being a stock car but it was of the same capacity engine as stock, albeit there were certain carburetor modifications and undoubted timing or other tuning niceties. But, so far as can be determined it was the only one in the race that had strictly stock cooling arrangements, all the water coolers saw fit to beef up their cooling capacity in one way or the other.

Franklin's and Baker's real Peak triumph came about a week later, on the night of September 13th when he drove, non stop, six continuous round trips to the summit of the Peak and return. This was a total distance of 150.28 miles at an average of 34.03 with a stock sedan. He drove the regular course with enough added to permit a turn around at top and bottom. Remember this run was made at night in a stock sedan with its standard cooling system, neither car nor engine ever stopped. At the time of this run no other car, stock or special, had ever attempted a round trip non stop run. Even the oversized radiators of the racing cars could not have taken that. It is interesting to note that the up runs combined were equal to a climb of 5.16 miles straight up.

The Four Wheeler could corner

QUOTING BAKER ON A ROUND TRIP

One of the greatest of these many runs was the trip from Los Angeles to New York and back again in June 1928. I am reproducing an interview with Mr. Baker made shortly after his arrival back in Los Angeles.

"When we left Los Angeles there had been 3½ inches of rain in Kansas, and I knew that meant mud. The weather man gave me 40 hours to get past there before more rain fell.

"We went out of the city at absolutely the worst time—3:30 o'clock Saturday afternoon with the roads jammed with week-end traffic going to San Bernardino and Big Bear valley. In the first hour we made just 36 miles.

"Twenty-seven miles further on, we ran out of the jam and climbing 4,000 feet over the 'Rim of the World', we came out of Cajon pass and onto the Mohave desert in a temperature of 110 degrees. Victorville, a distance of 103 miles was reached in two hours, 14 minutes."

The next 39 miles across the desert were covered in 38 minutes. Baker stated before leaving Los Angeles, he would reach Barstow in two hours, 50 minutes. He was pressing for that record, bowling over the rolling face of the desert at 75 miles the hour. Just ahead a sedan skidded off the road, killing one man and injuring several others. A crowd gathered.

"Nice thing to think about at a time like this", was Cannon Ball's comment. He dodged around cactus and sage brush to get by the assembled cars and lost 120 seconds in doing so. Two minutes behind his estimated time, he rolled into Barstow.

The road slants up from here, reaching its peak at Goffs and descending 3,000 feet to Needles, hottest spot on the American continent. Between the two points lies a lava road strewn with gravel and loose boulders and eroded deep with cross washes. It takes "The Chief" fastest Santa Fe train 11 hours and 53 minutes to reach Needles from Los Angeles. Baker made it in six hours, 12 minutes.

Then a short cut, over a gold mine trail and up 7,500 feet through Oatman's pass, climbing two miles in low gear at 25 to 28 miles an hour, and descending the other side at the same speed.

Kingman flashed past and the Painted Desert, heading straight for the great natural steps that rise to the Continental Divide—table land after table land until the Great Colorado Plateau was reached and the travelers rolled over the roof of America and looked down toward Albuquerque.

Then down 3,500 feet to the city and climbing once more —8,000 feet this time over Raton pass, with the black edge of a hail storm keeping pace and ice pellets big as hens eggs slewing under the wheels.

A water-cooled car dead in a foaming wash barred the way. Garrett, Baker's helper, put a newspaper over the air-intake and the Franklin dove through like a kingfisher. The second night came on and Kansas with its 3½ inches of rain and 500 miles of dirt roads stretched away into the darkness. The car bumped the ruts into Dodge City, reaching there in 36 hours, three hours ahead of the record, with four hours left to beat the weather man's prophecy of more rain.

One hundred miles ahead, fog clamped down, so deep that it looked like cliffs on either side, with mud added to make the going more messy.

Yet Kansas City was reached in 42 hours, St. Louis in 48 hours and Indianapolis in 54 hours.

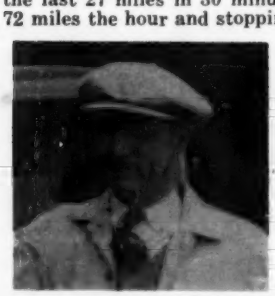
Wet roads and fog extended on into New York. "The Franklin rides wet roads as fast as it does dry". Baker said. "We were so far ahead of the record we stopped for an hour in Gettysburg for a meal. We stopped another hour in Perth Amboy before crossing the ferry".

Good time and good luck were encountered all the way back to Kansas City. Then fog dropped, the heaviest Baker has ever seen in 23 years of cross-continent driving. He crawled along at 5 miles the hour and lost his way in the center of the city.

Up out of the river bottoms and on to Kansas with clouds flying storm warnings and telegrams from the Factory telling him bad weather was ahead. He made it fast into Dodge City and stopped for a final check, the last he could have before entering the Rockies. The stop was costly. A cloud burst broke. Mud axle deep swam in the way. Cars and trucks were stuck in the path. Baker had to crawl past them in the ditches and was mired himself. He did 18 miles in second and low gear, finally reached rising ground. "This old car is just getting started good", he wired to the Factory before lying down on a cot at Albuquerque and snatching the first 30 minutes of real sleep he had had in five days.

Needles was hotter than on the out trip, 115 degrees in the shade, with the heat rising in shimmering waves across the desert. It put new life into the Franklin. "The power is on the hot side", Baker says in commenting on the engine. "The special temperature gauge which I had installed showed 250 degrees, but I was able to get 70 to 75 miles the hour out of it without the slightest hesitancy or decrease in power. A water-cooler would have laid down on me flat above 170 degrees.

"After crossing the desert and climbing Cajon we made the last 27 miles in 30 minutes, flashing past the finish line at 72 miles the hour and stopping in 100 yards.



Garrett before and after the Two Way Transcontinental Record. Even in a Franklin and with Baker for a driver these runs are not joy rides.

"When you drive a Franklin at night, tail lights all come toward you. They slip behind like telephone poles", Cannon Ball Baker says of his transcontinental run. "Most of them are content to 'lie over' and let you by, but every now and then you get back of a young buck in a Sport Roadster who just won't give up without a struggle. We struck our first one of these in California. He was driving a Chrysler 72. He saw us in the mirror creeping up behind him, and he gave her the works. Boy, he tried hard to keep ahead but we were traveling up Cajon Pass and went by him without a struggle.

"That's the story with them all. For a few miles some of them gave us a good scrap. A Cadillac did it near Terre Haute Indiana on the way back. It was about 1 o'clock in the morning and I bet that boy went 80 miles a hour. Then, he struck hills and curves and we went by him so fast we haven't seen him since.

"They just can't keep up the pace that's all. And that's where Franklin shines."

Arthur Burns - William Hackett

The Course

Showing the "Doman Drive". Unfortunately we have no picture of the earlier "Stationary Drive" in action.

Franklin Established Two Speed Records on Mount Washington

After Shattering Mulford's "Up" Record, Baker Took Stock Sedan on Round Trip for New World's Time

Two records in two days fell to Franklin cars climbing Mount Washington before the grim old "father of the White Mountains" wrapped itself in cloud and drove Cannon Ball Baker from its sides. Since days of the earliest Glidden tours, the story has always been the same. Washington has presented terrors that man has not dared confront—or has died in summer from blizzard and exhaustion when he did defy them.

Observers Thrill as New Franklin Auto Motor Lifts Plane From Mud to Clouds

First Flight In History Made With Stock Automobile Motor In Stock Airplane, Amazes Aviation Experts

...ltaneously from the lips of blase news-...tographers and mechanics of an experi-... Waco three-place biplane powered by one ...anklin automobile motors lifted its wheels ...ed rapidly upward during a recent test at

145 Sedan Lowers Time of Airman Ltd. on Lookout Mt.

Cannon Ball Baker Clips 3 Minutes, 12½ Seconds From Former Record Over Steep 14 Mile Course

CHATTANOOGA, April 25—The greater power of the Series 11 Franklin airplane-type engine asserted itself here today when Cannon Ball Baker sent a 145 Sedan from the Patten Hotel in this city to the top of Lookout Mountain in 2 minutes 39 seconds faster than the time which the same driver in a Franklin Airman Limited Sedan made over the same course August 4, 1928. Descent was made in 27½ seconds faster than the Airman Limited time, giving for the 14 mile round trip a total 3 minutes, 12½ seconds faster than the former Franklin record and 5 minutes, 51½ seconds faster than the best water-cooler time on record.

Franklin Sedan Shatters Train and Auto Records Salt Lake City to Los Angeles

Cannon Ball Baker Clips Hour, 19½ Minutes From Time Made by Ab. Jenkins in Studebaker

LOS ANGELES, May 3—Crossing the city line here today in 14 hours, 57½ minutes out of Salt Lake City, a Franklin stock Sedan driven by Cannon Ball Baker, snatched ... run from Ab. Jenkins, previous record Studebaker driver. The Franklin time was faster than the Studebaker, and 8 ... than the best limited trains on the Union for the 765 miles was 51.14 miles the hour drove the entire distance unaided.

Franklin Shatters Hi... Record on Lookout ... One of America's S...

Covers 7.1 Miles to top in 10 Minutes, 59 Seconds Returns in 9 Minutes, 38 Seconds for Up and Down Records

Beats Former Time By 2 Minutes, 39 Seconds

Baker Sends Sedan Up Grade Steeper Than Pikes Peak to Wrest Title Formerly Held by Touring Car; Run Made at Night

Five miles through nine sharp hairpin curves and 184 more ...

Fog, Rain and Forest Fire Smoke Hampered Baker on Miami Run

Rattling mud, rain, swirling fog and forest-fire smoke from Ba... ... ...

Franklin Sedan Sets World's Road Speed Record—59.6 M.P.H. for 1451 Miles

Cannon Ball Baker Clips 5 Hrs., 1 Min. from Time of Straight "8" Roadster — New York to Miami

Averaging the fastest speed ever maintained for a comparable distance over public roads—59.6 miles the hour for 1451 miles—a Franklin 145 Sedan driven from New York City by Cannon Ball Baker rolled into Miami, Fla., January 18, with the most impressive road record behind it ever made by any automobile or driver:

65 M. P. H. For 103 Miles, Knoxville to Chattanooga, New Mountain Road Record

145 Sedan, With Cannon Ball Baker at Wheel, Clips 24 Minutes, 50 Seconds From Time of Straight 8 Roadster

CHATTANOOGA, April 22—Having train time for the distance and clipping 24 minutes, 50 seconds from the fastest former automobile record made by a straight 8 roadster, Cannon Ball Baker established new high speed for mountain driving here today, when

s Hill-Climb okout Mountain, ca's Steepest Grades

, 58 Seconds; nds for

39 Seconds

nan Pikes Peak Touring

66.2 M.P.H. For 110 Miles Indianapolis to French Lick

Cannon Ball Baker Drives 145 Sedan to S. A. E. Meeting in New Fast Time

FRENCH LICK, Ind., May 20—Racing over 110 miles of rolling highway between Indianapolis and this city today in one hour, 39 minutes and 12 seconds for a new high average record of 66.2 miles the hour, Cannon Ball Baker driving a 145 Franklin Sedan, paid a flying visit to the S.A.E. meeting now in progress, and started that gathering off to an unofficial discussion of current road speed. The feat thrust into informal meetings of the convention the constantly increasing claim of air-cooling upon engineering attention.

Baker was accompanied by three other men, among them L. G. Garrott of the Indianapolis Western Union telegraph office, who acted as timer. Full power resources of the engine were never drawn

Baker Sets Fastest Franklin Record—83.4 Miles the Hour

Sedan Used in Transcontinental and Miami Runs Clips 44.4 Seconds From Time of Eight Cylinder Touring Car Across Five-Mile Florida Bridge

TAMPA, Fla., March 19—Eighty-three and four tenths miles the hour—fastest official time on record for the Franklin car—was established here today when a 145 Sedan raced the five and two tenths miles across the Gandy bell bridge between this city and St. Petersburg in three minutes, forty-three and nine seconds. Baker at the wheel of the same 145 sedan that made the one way transcontinental record average of sixty miles the hour from New York to Miami, reduced the record

ll for an Old Man's Car

ce Establishes ower, Speed and ir-Cooled Franklin

participated in the famous Pikes Peak Hill Climb- the one air-cooled entry—the Franklin competed e them a race that meant, by the closely bunched last car had gone over the course. And when the idual records sealed and settled, this same air-cooled ords of the winner, and well ahead of Franklin's and its famous driver first participated in this event.

Crosses Rockies in Low Gear Dash To Summit of Continental Divide

Cannon Ball Baker Conquers "Toughest Of All" Mountain Grades Through Deer Lodge National Forest In Montana

BUTTE, MONT., Sept. 24—Climbing 1700 feet in 2.2 miles through a snow storm which left four inches of snow, slush and mud, Cannon Ball Baker sent a Franklin Sedan for an average of 16.1 miles the hour over Clark's road to the summit of the Continental Divide here tonight, establishing a record deeply impressive to residents of Montana and the Northwest.

Followed Abandoned Nine Mormon Trail

Airman Limited Averages 55 M.P.H. For 114 Miles to Break Ohio Road Record

The 64th road record established by Franklin within the last four months was chalked up last Tuesday in a run between Columbus and Marietta, Ohio, when Cannon Ball Baker driving an Airman Limited Sedan covered 114.5 miles in two hours, five minutes and 40 seconds, clipping 12 minutes and 20 seconds from the previous record held by an Airman Sedan.

Franklin Sets World's Record In Six Non-Stop Round-Trip Runs on Pikes Peak

wers Great American ecord by 1 Hr., 11 Min.

ts 50.16 M.P.H. Average Through ntense Heat in 892 Mile Dash Los Angeles to Phoenix, Arizona And Return

S ANGELES, CAL., April 3—Setting a new fast time for the Los geles-to-Phoenix desert classic, lowering by 1 hour and 11 minutes the automobile record for the round trip run, and lowering by ours and 53 minutes train time for the distance, a Model 135 anklin stock Sedan piloted by Cannon Ball Baker dashed across 892 miles of mountain and desert highway for a new round-trip ting the journey in 17 hours, 47 minutes, an es the hour.

El Paso

Cannon Ball Baker Drives Stock 135 Sedan 150 Miles in Sensational Demonstration of Cooling Ability and Sustained Power

Climbing altitudes equivalent when totaled to 5.16 miles straight in the air, a Franklin stock five-passenger Sedan driven by Cannon Ball Baker established on the night of September 13 a world's record impossible to any but an air-cooled car by making six successive non-stop runs up and down Pike's Peak in an elapsed time of four hours, twenty-five minutes.

Total distance was 150.28 miles, covered at an average speed of 31.03 m.p.h. Individual ascent records showed the fastest up trip 22 minutes and the fastest descent 20 minutes. Combined time for the six trips up was two hours, 18 minutes. The first hundred miles was covered in 2 hours, 55 minutes, for an average of 34.2. Time was checked by Postal and Western Union telegraph officials, who operated special mechanical timing devices one at the start and the other at the summit of the Peak.

NEW YORK TO MIAMI 31 HOURS, 10 MINUTES

Fastest Time on Wheels Recorded By Cannon Ball Baker in Model 135 Sedan

Beats Limited Train by 1 hr., 50 min. Cuts 7 hrs., 57 min. From Previous Automobile Record

Miami, Fla., Jan. 16, 1929—Just completed remarkable record run from Manhattan side Holland Tunnel New York City to Miami, Fla., driving a stock Model 135 Franklin five-passenger Sedan covering 1541 miles in 31 hours 10 minutes for an average of 49.44 miles per hour clipping 7 hours 57 minutes off old record of 39 hours 7 minutes made with Hudson Coupe. During entire run battled very strong and steady headwinds. South to Richmond the weather was cold and clear, thermometer hovering around 20 degrees above zero. Some rain made the highways slippery about Raleigh. Two hundred fifty miles dirt roads in South Carolina and Georgia were in fair condition but rutty from recent rains. Rainy weather and glassy pavements met me at Savannah and retarded me to the finish. From Jacksonville south, headwinds off the ocean carried in blankets of thick fog along entire course which was accompanied most of the way by typical tropical rain storms. Even though severely handicapped I made 60.9 miles in my fastest hour. Temperature at the completion of run was 70 with the motor perking as faithfully as it did in New York at the start with temperature below freezing. A native here truly expressed it when he said, "Wow, what a record"! The Miamian, pride of the Florida East Coast System receives a shock with this new time to beat. Throughout the run the motor performance was brilliant and constant. New record is absolute and conclusive proof of dominant superiority of Franklin air-cooled motor as power plant of stamina and capability.—Cannon Ball Baker.

130 Sedan Flashes to Top of Mt. Diablo Two Times for Double Round Trip Record

WALNUT CREEK, CALIF., April 14—Driving a stock Model 130 Franklin Sedan over the steep, serpentine road to the top of Mount Diablo near here today, Cannon Ball Baker covered the 46.4 miles required for two round trips in one hour, 34 minutes, 14-1/5 seconds or a general average of 29.54 miles the hour, faster than any other record ever made by a Franklin Airman Limited for the one way route last autumn.

Baker's scrapbook

A MATTER OF CONTROL

Like the Gandy Bridge run some of the apparently lesser records were real demonstrations of why the greater runs were possible, a good example is the four and a half mile round trip on Clark's Road to the top of the Continental Divide near Butte, Montana. The page of pictures will show better than any description that to negotiate this road at all took a car with excellent controls, to do it at night, in falling snow and at a record speed of 16.1 miles per hour took a Franklin. There are eighty three turns on the road and it had to be negotiated in low gear with double chains, both up and down. The road is actually only a narrow wagon trail once used to haul ore from the long abandoned Corry mine. At the time of Baker's run only six cars had ever made the climb, four of them Franklins.

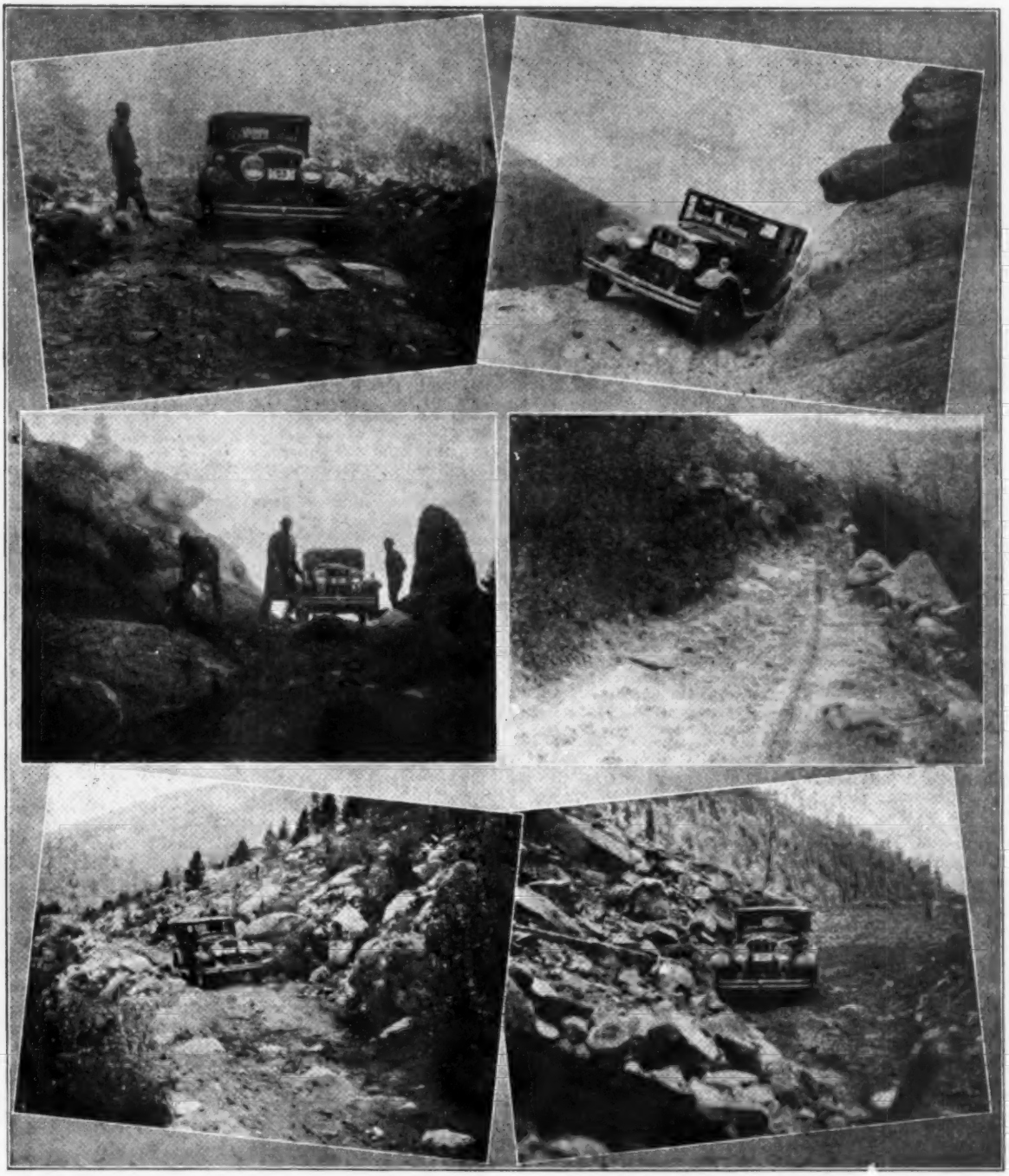
The Franklin Camp at Mount Mitchell in the Spring of 1930

The 1929 Peak Team at Cascade Garage

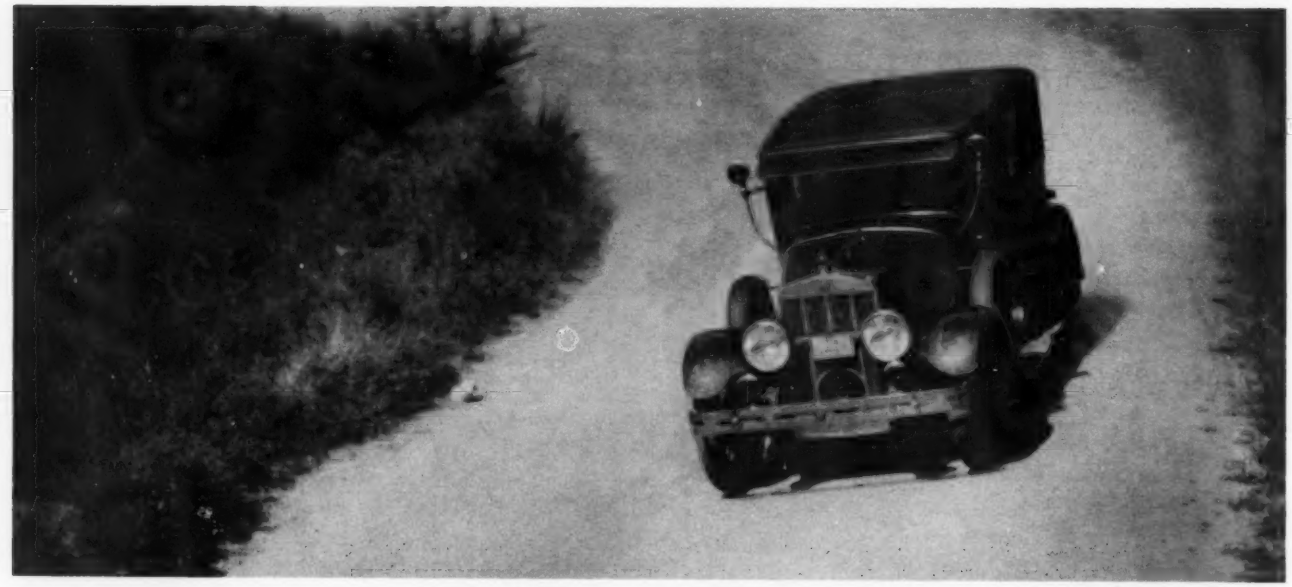
Baker and Schleicher are greeted by Ralph Hamlin after their 69 hour run from New York. Hamlin was a "hot pilot" himself but had retired from racing by this time.

A typical picture of the Cannon Ball

Where Continental Divide Record Was Made



Before making his record-shattering dash to the crest of the Continental Divide and return, Cannon Ball Baker went carefully over the route judging distances and clearances. The photos show some of the "tough spots" on the road.



On the Two Way Transcontinental — June 1928

Transcontinental Round Trip—Los Angeles to New York and return—June 1928.
Lookout Mountain—Chattanooga, Tennessee— August 1928
Pike's Peak Hill Climb—September 3rd 1928—
Mount Washington—Gorham, New Hampshire
September 1928
Columbus to Marietta, Ohio— October 1928
Mount Mitchell, Asheville, North Carolina October 1928
New York to Chicago— November 1928
New York to Miami, Florida— January 1929
St. Louis to Kansas City— February 1929
Dallas to Houston, Texas— March 1929
Houston to San Antonio, Texas— March 1929
Dallas to El Paso, Texas— March 1929
Los Angeles to Phoenix, Arizona– April 1929
Mount Diablo, California—
April 1929
San Francisco to Los Angeles, California—
April 1929
Salt Lake City, Utah to Los Angeles, California—
May 1929
Pike's Peak, Colorado Springs, Colorado
September 1929
Pike's Peak—Stock Car—
September 1929
Summitt of the Continental Divide, Butte, Montana—
September 1929
Butte to Anaconda, Montana—
September 1929
Great Falls to Butte, Montana—
October 1929
Ogden to Salt Lake City, Utah—
October 1929
One Way Transcontinental—New York to Los Angeles—
November 1929
New York to Miami, Florida—
January 1930
Gandy Bridge—St. Petersburg to Tampa, Florida—
March 1930
Atlanta, Georgia to Asheville, North Carolina—
April 1930
Atlanta, Georgia to Macon, Georgia—
April 1930
Knoxville to Chattanooga, Tennessee—
April 1930
Lookout Mountain, Chattanooga, Tennessee—
April 1930
Blue Ridge Mountain, Afton, Virginia—
April 1930
Indianapolis to French Lick, Indiana—
May 1930

On May 26th 1930 Baker takes his last Franklin bow at French Lick. He had just averaged 66.2 coming over from Indianapolis.

Long after Baker's contract with Franklin expired and long after he had retired from his professional career as a breaker of records he was quoted in a magazine article as saying that Franklin was the greatest all around car of the many he had driven on record runs and record tries. He should know!

AHA

John Burns Column

Mr. Burns will be on the West Coast until March. His mail will be forwarded. To allow him as undisturbed a vacation as possible his column will be taken over this issue by contributions from other members.

MANIFOLD GASKETS

Mr. Willard J. Prentice of Baltimore, Maryland submits this information:

"Owners of 1924 (and probably other series 10 Franklins) may be interested in knowing that 1953 Ford 6-cylinder carburetor base gaskets can be used as a substitute for exhaust manifold gaskets on the Franklin."

HOME LOVING MICE

Mr. Richard W. Lamphere of Tennessee offers this interesting advice:

"A word of warning: The cooling system air ducts on 1930 and later Franklins holds a fatal attraction for mice who are in the nest-building stage. Country dwellers in particular, beware. If that last cylinder or two overheat, check that air duct. In fact, if the car has been out of service for a month or two—better check it first. Bet I have seen a dozen such nests in the last four years!"

V-12 FUEL LINES

Mr. DeWitt E. Tallyn, member from Benson, Illinois outlines the extensive work he had to do to reach a loose union on the gasoline line of his V-12:

"A Franklin 12 cylinder automobile, No. 73 10223 L 11, Motor No. 5225, seemed to be causing trouble from what appeared vaporlock. What appeared to be evaporated gasoline would be forming bubbles coming into the sediment bowl and strainer of the fuel pump. Tracing the fuel line as close to the gasoline tank as possible, revealed no leak in the gasoline line on the part which could be inspected. In an effort to reach and inspect the top of the gasoline tank, and the gasoline line leading from the top of the tank, the owner finally determined it necessary to remove the rear cushions. Then cutting a section of metal shaped like a flattened Z, about 7¾ inches wide (viewed from above), and 36 inches long gave access to a portion of the gasoline line which is completely boxed in from all sides by the channel of the frame and frame of the body. As the gasoline line leads forward from the top of the tank, thru the channel of the frame member then left to the left side of the frame, care must be taken that the gasoline line, and gasoline gauge line, are not damaged thru the process of cutting across the left end of the metal section removed. The boxed-in space has a union in the gasoline line which was found to be loose, and final results seem to indicate that air leakage at this gasoline union was causing the bubbles coming into the filter bowl of the fuel pump. Tightening this loose union appears to have remedied the trouble. At least performance of the motor has been greatly improved. Except by removal of the above mentioned panel of metal (cutting with hack saw blade in this case) the only possible way of reaching the union above mentioned without damaging the frame, is by loosening and lifting the automobile body. In this case the proceedure followed was the simplest way.

Removal of this metal panel from the floor of the body, under the back of the rear cushion, also gives easier access to the top bolts which hold the rear panel over the gasoline tank, and under the trunk rack. Altho these same bolts can be reached vertically past the ends of the gasoline tank, slightly Atlanta, Georgia to Asheville, North Carolina—
more difficult than after above metal panel is removed. Attempting to remove the gasoline tank in this model of Franklin will result in damage to the gasoline line unless above mentioned union (which was loose as above mentioned) is disconnected, and the gasoline gauge line will also be damaged unless disconnected. How many models of Franklins are similarly constructed, I do not know."

Mr. Athol Odell of Galesburg, Illinois, has sent us a number of Owner's Bulletins from which these notes and the spark setting data were gleaned:

SPARK SETTING
ALL MODELS FROM 1908 THROUGH SERIES 9

#640, September 1917

1908	D-H	Advance	6" to 6½"	Ahead of Center
1908	D-H	Retard	2½"	Back of Center
1909	G	Set	4"	Ahead of Center
1909		(Spark lever & (Gov. adv.	7"	Ahead of Center
1909	D-H	(Spark lever adv. (Gov. retarded	2⅜"	Ahead of Center
1910	G	Set	4"	Ahead of Center
1910	D	Gov. adv.	7½"	Ahead of Center
1910	D	Gov. ret.	2½"	Ahead of Center
1910	H	Gov. adv.	6½"	Ahead of Center
1910	H	Gov. ret.	2"	Ahead of Center
1911	G	Set	4"	Ahead of Center
1911	M-D-H	Gov. adv.	7½"	Ahead of Center
1911	M-D-H	Gov. ret.	2½"	Ahead of Center
1912	G. Rbt.	Set	4"	Ahead of Center
1912	G. Tr.	Gov. adv.	6½"	Ahead of Center
1912	G. Tr.	Gov. ret.	2½"	Ahead of Center
Series				
1-2-3	M	Gov. adv.	6½" to 7"	Ahead of Center
1-2-3	M	Gov. ret.	1½" to 2	Ahead of Center
1-2-3	D-H	Gov. adv.	7½"	Ahead of Center
1-2-3	D-H	Gov. ret.	2"	Ahead of Center
4 to 8	All	Gov. ret.	1½" to 2¼"	Ahead of Center
9	All	Gov. ret.	1¼" to 1½"	Ahead of Center

SPRING LUBRICATION

Franklin springs are designed to operate with little or no lubrication. Do not squirt oil between the leaves. If installing a new leaf brush a coat of graphite grease on the leaves. [Editors Note: We have used a mixture of white lead and olive oil with definite success]. Do not use lubricating inserts or any other of the many special devices. #657 July 1922.

FRONT WHEEL LUBRICATION

Grease alone does not furnish satisfactory lubrication in the winter, because it hardens. For this reason an oil plug hole has been put in the front wheel hubs. In winter squirt a gun full of oil in each of these holes. [Editors Note: We made up a gadget with an alemite fitting on one end of a drilled brass rod, the other end is threaded to fit this special thread of the oil holes. This permits keeping up the wheel grease supply without removing wheel]. #649 October 1919.

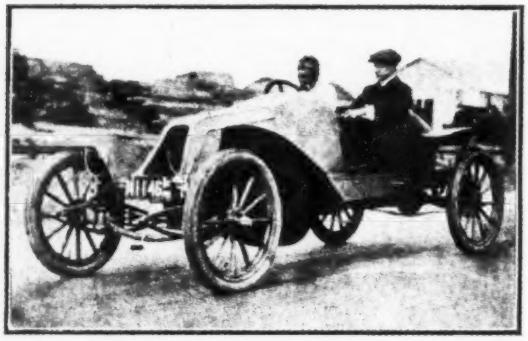
VALVE TIMING, MODELS D.G.H.M., 1912 - 1913

The timing of motors on the Series 1, 2 and 3 on the 1912 and 1913 Models D.G.H.M. is best accomplished when the engine is hot. Drive a hard five miles to heat up engine then time half the valves only, drive it again to bring up the temperature before completing the timing of all valves. When the cylinder is hot bring it to upper dead center (firing cylinder) and adjust the rocker arm screws to give a clearance of from .020" to .025". Check this timing every 1000 to 1500 miles. Firing orders are 1-4-2-6-3-5 and 1-3-4-2. [Note: Mr. Burns and many other good Franklin mechanics prefer to time such engine, while hot and running.] #638 March 1917.

83.5 Miles

on

One Gallon of Gasoline



S. G. Averell and Herbert Chase in the Franklin roadster that made 83.5 miles on one gallon of gasoline, June 20, 1913 Test by The Automobile Club of America

A record of 83.5 miles on one gallon of gasoline was made by S. G. Averell of New York in a Franklin on Long Island June 20, 1913. The test was made by the Automobile Club of America and was witnessed by representatives of the New York newspapers and the automobile trade papers. Herbert Chase, laboratory engineer of the Automobile Club of America, was with Mr. Averell in the car acting as official observer.

This record far exceeds any previous one for gasoline mileage. A Franklin in 1909 made 46.1 miles on one gallon of gasoline in an economy run held by the Automobile Club of Buffalo. The car that made this new record was built two years ago for Mr. Averell's personal use. For this test an 18-horse-power motor was substituted for the regular 25-horse-power motor in the car and the rear axle was geared up to 1½ to 1. The car had no differential because there was no differential which would fit the special 1½ to 1 bevel gear, and as a differential was entirely unnecessary in a test of this kind none was made up. Lack of it, however, did not add any to the mileage. While a Newcomb carburetor was used it is expected that a Franklin carburetor adapted to this test would have given the same results as in test runs made in Syracuse nearly 70 miles to the gallon of gasoline have been made with a regular Franklin carburetor.

The oil consumption in the test was so small as to be negligible—less than one-eighth of a pint. At this rate the car would have made 5,344 miles on a gallon of oil.

Of course, it is not a record that a private owner of a Franklin can go out and duplicate or come anywhere near it. But it shows what is possible with a Franklin in the way of mileage on a given quantity of fuel and it shows the degree of efficiency of the Franklin principles of construction.

Official Report

THE AUTOMOBILE CLUB OF AMERICA

Testing Laboratory

TEST OF FRANKLIN RUNABOUT

THIS IS TO CERTIFY THAT THE TECHNICAL COMMITTEE OF THE AUTOMOBILE CLUB OF AMERICA HAS TESTED A FRANKLIN CAR MANUFACTURED BY THE H. H. FRANKLIN COMPANY WITH THE FOLLOWING RESULTS:

Route Covered

The car, which was especially prepared for the test, was driven a distance of 83.5 miles, with a consumption of one gallon of gasoline, over the course shown on the accompanying map. The start was made from a point on Queens Boulevard (Long Island City) about 0.7 miles from the Queensboro bridge Plaza, and the finish was approximately 0.1 mile from the starting point. All roads were traveled in both directions, so that the grades encountered were taken both up and down. The car returned to starting point three times during the run.

The running time of the test was 5.42 hours, giving an average speed of 15.4 miles per hour. A speed of over 25 miles per hour was attained at several times. The car was allowed to coast on down grades, and for long distances on the level, after a start. While coasting, the motor was stopped by closing the throttle, and the gears were put in neutral position.

When the car had slowed down to about 8 miles an hour, the gears were meshed, and the motor started by throwing in the clutch. The motor was cranked by hand but three times after the start, twice because of traffic stops, and once when turning around. The total duration of stops was approximately 5 minutes. The brakes were applied but three or four times during the run.

Particulars Regarding Car and Accessories

The car was not a stock model. Great care had been taken to make it easy running. It was built light, weighing when empty 1690 pounds, and, when loaded, ready for the test, with driver and observer, 1955 pounds. Full elliptic springs were used, both front and rear. The motor had four air-cooled cylinders, and was of the four-cycle type. Its dimensions, as given by owner, were 3⅜-in. bore x 4-in. stroke. The high speed gear ratio was 1.5 to 1, and the drive was to right rear wheel only, no differential being used.

All four tires were 34 x 3½-in. Palmer Web Goodrich, inflated to 35 pounds pressure.

Carburetor. *The Newcomb carburetor was used, the starting nozzle being disconnected. The lever for adjusting the mixture from rich to lean was connected to a dash control. The position of the latter was slightly altered, from time to time, particularly when motor was started, at which times the mixture was made slightly richer. The space in the carburetor used normally as a water jacket was connected to the exhaust pipe of the motor by a ⅜-in. copper tubing. Ignition was furnished by a Bosch Magneto, with hand-controlled advance mechanism.*

Fuel. *The gasolene used was the same as that regularly dispensed in the Club's Garage, having a specific gravity of 0.732 (or 61.8° Beaume at 60° F.), no adulterant of any kind being used. Before starting the trial, the motor was run until it stopped for lack of fuel. A carefully measured U. S. gallon (231 cubic ins.) of gasolene was then poured into a small tank on the dash. The gasolene pipe, leading from this tank, was the only one connected to the carburetor, the main gasolene supply tank being entirely disconnected.*

Lubricating Oil. *An effort was made to measure the quantity of lubricating oil used by filling the splash pans to a certain level at the start, and adjusting the level in these, and in the lubricator, at the end of the test, to the same point. The consumption was too small to be accurately measured by this method, however, being something less than one-eighth of a pint. The exhaust from the motor was notably free from smoke.*

Chairman Technical Committee.

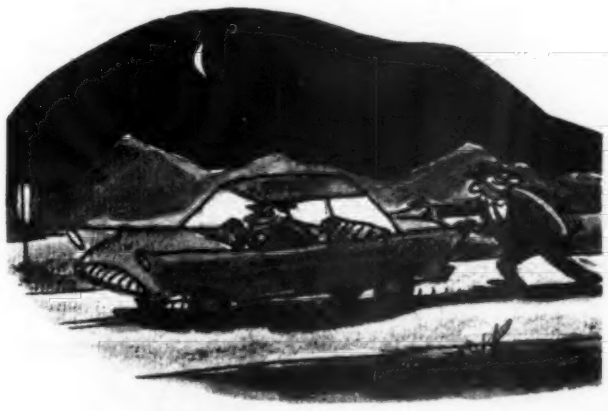
Laboratory Engineer.

Buffalo Man Somewhat Incredulous

Editor THE AUTOMOBILE:—Referring to the editorial in THE AUTOMOBILE for July 3, entitled 'A Lesson in Fuel Economy" and dealing with the Franklin economy run, would say that this is buncombe. How many gallons of lubricating oil did they use?

Buffalo, N. Y. C. A. SNOW.

—The quantity of oil consumed by S. G. Averell's Franklin car which made 83.5 miles on 1 gallon of gasoline June 20 in a test conducted by the Automobile Club of America, was so small as to be negligible—less than ⅛ pint. At this rate the car would have made 5,344 miles on a gallon of oil. The official report of the Automobile Club of America says regarding the oil consumption: "An effort was made to measure the quantity of lubricating oil used by filling the splash pans to a certain level at the start and adjusting the level in these, and in the lubricator at the end of the test, to this same point. The consumption was too small to be accurately measured by this method, being somewhat less than ⅛ pint. The exhaust from the motor was notably free from smoke."



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WALLA WALLA

860 Miles in Low Gear

In the Fall of 1914 one hundred and sixteen Franklin dealers participated in a nation wide one hundred mile low gear run. These runs were properly supervised and observed, the engines were operated non stop for the entire distance. To intelligent people this should have ended for all time the question of Franklin's ability to maintain a cool engine. The following year the dealer in Pendelton, Oregon successfully concluded a low gear run that made any further discussion of Franklin's capability in operating under tough conditions seem merely absurd. Through the kindness of Montgomery Young of Milwaukee and Charles Betts of the ANTIQUE AUTOMOBILE we had access to the entire correspondence that took place before and during the test, between the Company and Mr. McCormmach, the man who dreamed up this feat. From the mass of letters and telegrams we have pulled out most of the high lights of this achievement of John McCormmach, his aides and their Series Seven.

Probably the story of this event can best be told in our limited space by reproducing a bit of this correspondence and quoting from other parts.

The A. Holmes, who is frequently mentioned, is Arthur Holmes who came to Franklin in 1905 as an engineer assisting Mr. Wilkinson. He became Chief Engineer and later a Vice-President and Sales Manager about 1915. Mr. Holmes vigorously opposed the little Series 9-A and as a result left the company and with the backing of the Timkin outfit began the production of the Holmes air cooled car in Canton, Ohio. "A good one too", says Mr. Burns. Mr. John F. McClain was the San Francisco dealer. Two points in the story are especially interesting, the fact that this car, operating on low gear, made faster time for the particular route than had previously been claimed by any car in any gear and the further fact that the Franklin, running only on its low gear, arrived in San Francisco well ahead of the express shipment its crew had dispatched from Walla Walla! As always we regret that we cannot find room to print every word available on this remarkable bit of the Franklin story.

Pendleton Auto Company

[illegible] JOHNSON STREET — PENDLETON, OREGON

AUTOMOBILES, PARTS, ACCESSORIES

H.H. FRANKLIN MFG CO. SYRACUSE, N.Y. RECEIVED MAY - 5 1915 8 A.M.

Pendleton, Oregon, April 29,

Franklin Automobile Co.,
Syracuse, New York.

Dear Sirs:- ATTENTION MR. HOLMES

It is approximately 825 miles from Pendleton to San Francisco and the roads are not clearly defined, but I have a hunch that I can make it in three days and nine or ten hours continuous driving with a Franklin on low gear without stopping the motor if possible; (high and intermediate gears being removed and sent on by express).

My plan is to take three men, two besides myself, who are to go with the car the entire distance, unless it should become necessary for one to get ahead occasionally for the purpose of making further arrangements in the matter of guides or supplies.

I feel quite sure that this can be done if no mud or washouts are encountered and I am equally confident that three days and ten hours would beat the high gear time of any car other than the Franklin that might go from Pendleton to San Francisco.

Yours very truly,

PENDLETON AUTO CO.
J.W. McCormmach

JWMcC
EMcB

WESTERN UNION

NIGHT LETTER

GEORGE W. E. ATKINS, VICE-PRESIDENT — NEWCOMB CARLTON, PRESIDENT — DELVIGNE BROOKS, VICE-PRESIDENT

RECEIVED AT

CH 6 CS 50 COLLECT NL

DEPOT PENDLETON OREGON AUG 1/15

FRANKLIN AUTO CO

SYRACUSE NY

LEFT WALLA WALLA SIX TEN. PENDLETON TEN TWELVE. EIGHT HUNDRED THIRTY POUNDS LUGGAGE THREE PASSENGERS WEIGH FOUR HUNDRED EIGHTY TWO. GOING MOUNTAIN ROUTE VIA JOHN DAY RIVER GORGES, BURNS, THENCE HARNEY DESERT PACIFIC HIGHWAY AT REDDING. HEAVY RAINS MAKE MOUNTAIN ROADS DANGEROUS AND NECESSARILY SLOW GOING. AVERAGING ELEVEN MILES SO FAR.

J W MCCORMMACH

236 AM AUG 2/15

THE WESTERN UNION TELEGRAPH COMPANY

22,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD

THEO. N. VAIL, PRESIDENT — DELVIGNE BROOKS, GENERAL MANAGER

RECEIVED AT

Date ..... Ans'd ..... Noted ..... Ref'd to .....

SF 1 20 300 COLLECT

SAN FRANCISCO CALF 848PM AUG 4 1915

FRANKLIN AUTOMOBILE CO

SYRACUSE NY

MR J W MCCORMMACH DEALER IN FRANKLIN MOTOR CARS AT PENDLETON OREGON WHO STARTED FROM WALLA WALLA WASHINGTON ON SUNDAY MORNING AT SIX TEN O'CLOCK FOR SAN FRANCISCO. A DISTANCE OF APPROXIMATELY A THOUSAND MILES. ALL THE WAY IN THE LOW GEAR. THE HIGH AND INTERMEDIATE GEARS OF THE TRANSMISSION WERE REMOVED. THE TRANSMISSION WAS INSPECTED AND SEALED WITH A REGULATION RAILROAD COMPANY SEAL. THE NUMBER OF THIS SEAL TO BE TRANSMITTED TO THE JOHN F MCLAIN COMPANY BY MAIL. THE HIGH AND INTERMEDIATE GEAR TO BE ALSO EXPRESSED TO THE JOHN F MCLAIN COMPANY SAN FRANCISCO NEITHER OF WHICH HAD BEEN RECEIVED AT THE TIME THAT THE CAR FINISHED. THE MACHINE WAS DRIVEN BY MR J W MCCORMMACH AND TWO

ASSISTANTS MR R W RIGGS OF DAYTON, WASHINGTON, AND MR W A SMALL OF SAN FRANCISCO. THE CAR ARRIVED AT THE HEADQUARTERS OF THE JOHN F MCLAIN COMPANY 1645 CALIFORNIA STREET, SAN FRANCISCO, at 550 PM WEDNESDAY EVENING AUGUST THE FOURTH. ENGINE CAR AND CREW IN PERFECT CONDITION. NEARLY ONE HOUR WAS LOST AT THE FERRY BETWEEN BENICIA AND MARTINEZ CALIFORNIA, THE FERRY HAVING JUST PULLED OUT FROM THE WHARF WHEN THE CAR ARRIVED. MCCORMMACH SCHEDULED TO ARRIVE IN OAKLAND IN TIME TO CATCH THE 415 AFTERNOON FERRY, BUT WAS SIX FEET LATE, THEREBY LOSING THIRTY MORE MINUTES. THE MACHINE AND PARTY ESCORTED TO DESTINATION WHERE A LARGE CROWD AWAITED ITS ARRIVAL. ENGINE INSPECTED, AND SEALS OF TRANSMISSION EXAMINED BY REPRESENTATIVE OBSERVERS IN SAN FRANCISCO. THE MOTOR WAS NEVER STOPPED FROM THE TIME IT STARTED IN WALLA WALLA

UNTIL IT FINISHED IN SAN FRANCISCO. SPECIAL PERMISSION HAVING BEEN OBTAINED TO PERMIT THE MOTOR TO REMAIN RUNNING ON THE SEVERAL FERRIES ENCOUNTERED ENROUTE. MCCORMMACH STATES THAT NOTHING SHORT OF GERMAN ZEPPELIN CAN EQUAL THIS RECORD. CONGRATULATIONS I AM BUYING WINE.

JOHN F MCLAIN

1224AM AUG 5TH

WESTERN UNION

NIGHT LETTER

GEORGE W. E. ATKINS, VICE-PRESIDENT — NEWCOMB CARLTON, PRESIDENT — DELVIGNE BROOKS, VICE-PRESIDENT

RECEIVED AT

Date ..... Ans'd ..... Noted ..... Ref'd to .....

SY 1 AM 53 COLLECT NL 2EX

SAN FRANCISCO CAL AUG 4

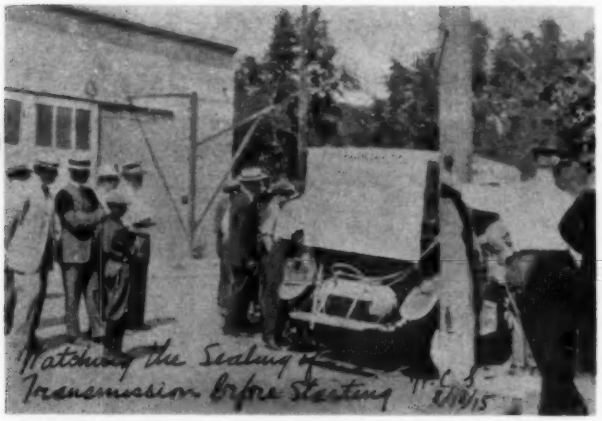
FRANKLIN AUTO CO

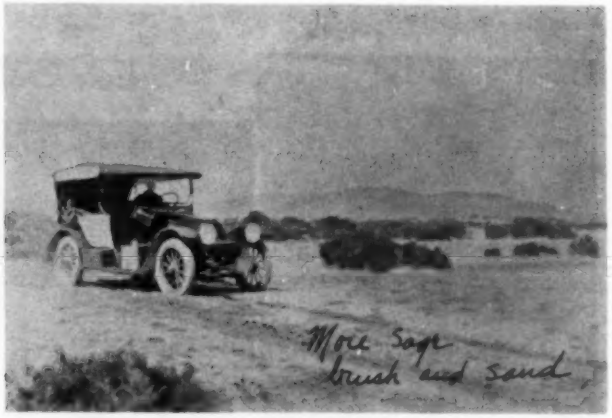
SYRACUSE NY

CAR IN LOW GEAR LEFT WALLA WALLA AUG 1 AT SIX TEN AM ARRIVED AT MCLAINS SALES ROOM SAN FRANCISCO AT 6 PM AUGUST 4 COVERING APPROXIMATELY EIGHT HUNDRED SIXTY MILES OVER WORST KIND OF ROADS. PERFORMANCE OF CAR FROM START TO FINISH PERFECT BEYOND BEST EXPECTATIONS. NO TROUBLE OF ANY KIND.

W C SMALL
TECHNICAL OBSERVER

935AM





STATE OF OREGON.
COUNTY OF UMATILLA S.S.

I, T.F.O'Brien, Agent for the O.W.R.R.& N.Co., at Pendleton Oregon being duly sworn, depose and say that after the inspection of Franklin touring Car No. 20930 by Kyle Long, I personally sealed the transmission Case.

T. F. O'Brien

Dated at Pendleton, Oregon this first day of August, 1915.
Subscribed and sworn to before me this first day of August 1915.

L D Drake
Notary Public for Oregon

My commission expires February 28th 1916.

FRANKLIN AUTOMOBILE CO.

TELEGRAPH BLANK

WESTERN UNION	POSTAL	PAID	TIME	NO. WORDS	DEPT. SENDING	OPERATOR
			M		Sales	

SYRACUSE, N. Y., August 5th, 1915.

DAY LETTER

TO

ADDRESS
J. W. McCormmach,
c/o J. F. McLain Co.,
1635 California St.,
San Francisco, Cal.

Congratulations on making such a successful run on low gear. Always had entire confidence in your ability to pull it through but judge road conditions were even worse than usual. Guess Small never had such a test of endurance before.

A. Holmes.

W. H. M.

Een Gehikkíg en Voorspoedíg Níeuw Jaar*

ACKNOWLEDGMENTS TO TYPEWRITER SALES & SERVICE AND THE FIRST NATIONAL BANK OF CUMBERLAND, MARYLAND.

A scene at publication headquarters showing a little of the extensive modern equipment necessary in producing AIR COOLED NEWS.

J. van Groningen the European Editor, Francis R. Torrington the Engraver, A. H. Amick the Editor and Frank R. Fleckenstein the Printer are all busily at work on the next issue.

*van Groningen expresses the wishes of the whole staff.

We had hoped to be able to announce the official founding of a new Region at this time. As this is written there is not yet a report from the Board announcing approval, however, we feel sure this is only a question of the time necessary for action and that the new organization will soon be recognized. As a result of several meetings in Chicago a petition has been sent in to authorize a Region in the mid western states. It is signed by Charles R. Woods, Milton W. Asher, Edward Landmichl, Clifford W. Boram, Albert L. Walker, Stanley Kirsh, Harold M. Finley and Dr. C. E. Logan. The temporary Secretary is Milton W. Asher of 1626 Elmwood Avenue in Wilmette, Illinois.

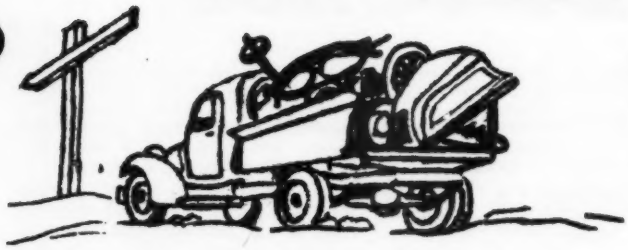
Your 1958 Dues

The Susquehanna Region held its last meeting of the year at Pottstown on the third of November. They took in five new members at this time, these added to the six who joined at Hershey bringing the Susquehanna rolls up to forty four. Adding wives and members of the family makes a pretty impressive turnout at their affairs. At Pottstown the Region shared equally with the "flu", twenty seven attended and twenty seven cancelled in favor of flue.

Are Needed Now!

NOW READ THIS: Some of you interpreted part of President Condit's News Letter as being an appeal to get in your 1958 dues. It was not so intended. You will be billed for 1958 dues from the Treasurer's office in Philadelphia. There is bound to be an occasional mixup so if you receive a statement from Philadelphia and know that you have already paid for '58, please drop a card to the Treasurer.

THE MARKET PLACE



Classified advertisements are free to members, subject to available space. Advertisements from non-members may be accepted, without charge, at the discretion of the Classified Editor. Illustrated advertisements may be accepted if accompanied by a clear glossy photograph and a check for $4.00.

Members are reminded that misrepresentation in advertisements may result in their being dropped from the Club rolls. They are further reminded that the publishing of their advertisements entails an obligation to answer all inquiries.

Henry C. Courten, Editor, Box 127, Bethpage, New York

FOR SALE

Barrelhood 32½" long x 28⅜" overall width, not sure of model. Trade for 1907 10 h.p. Stanley hood or other Stanley parts. R. M. Andrew, 77 Grove St., Lonsdale, R. I.

1931 Model 153 Sedan, 58,000 miles; new tires, battery, etc. Good running condition. Cyprian J. Loeffler, 46 Linden Blvd., Hicksville, N. Y.

1929 Model 135 Sport Sedan with spare parts, $600. Many 135 parts for sale. Howard Carey, 1355 Oak St., Syracuse, New York.

New Crank Hole Covers '30-'32—$2.50 ea. (One to a customer); new taillamp lens and rim assembly for Model 130—$3.75 ea.; new aluminum hub caps for Series 11 and 12 wood wheels —$1.75 ea.; new hood ornament '34—$3.00; new bird-type ornament Series 15—$3.25. Used nameplates for Series 10A and 10B. No sales to dealers. Clifford Boram, 104 Oak St., Maywood, Ill. (Ed. note: Cliff has found Eldorado!)

1931 Model 153 Four Door Sedan—New rod bearings, wrist pins and rings; six wire wheels, good tires. Passed rigid inspection. Will deliver within 250 miles. $500.00. Wm. F. Mackey, 511 10th St., S. E. Washington 3, D. C.

For 1904 Cross Engine—4 cylinders; for 1928—6 cylinders, ignition harness, carb., manifolds, steering assy., complete clutch, fan shrouds, transmission. Stan Wilkinson, 1826 Gregg St., Philadelphia 15, Pa.

1930 Sedan with 4 wire wheels, 5 wood wheels extra tires; seats recovered. Can be driven anywhere. Felix Meinikheim, P.O. Box 48, Cascade Locks, Oregon.

1928 Franklin, minus body; last used to haul a float in Gimbel Parade. Harry T. Cooley, Chester Heights, Pa., VAlleybrook 2279.

1922 Series 108 Four Door Sedan; ran 2000 trouble-free miles last summer; 5 oversize 33 x 4½ tires and 1957 battery. Latest inspection $550. J. P. Prescott, Dudley Hill, Dudley, Mass.

1923 Series 10B Sedan, fully restored, #375; New Trippe Road lights with bumper brackets for classic era, $35 a pair. Sy Morris, 1208 Leeper, South Bend, Indiana.

1932 Olympic Engine, factory rebuilt, never installed; extra parts. Rick Mabey, 347 E. Fulton St., Gloversville, New York.

1932 Victoria Brougham, mechanically sound, good tires, body fair. Will have to scrap soon. Hurry! Lynn Shantz, 25 Whitewood Road, Toronto, Ontario, Canada.

1932 Franklin Four Door, body, etc. in very fine condition. Fenders need touch-up. New rings and ex. valves. Engine mostly reassembled. Almost enough spare parts to build another car. Also have some earlier cylinders with pistons, rods & cages. $450 for all. Arthur Burnham, 712 Chestnut Street, Waban, Mass.

1931 Series 153 Franklin, 4-door Sedan. New rod bearings, wrist pins, rings, 6 wire wheels, good tires. Excellent condition. Original owner 1931 to 1956. Licensed yearly in Connecticut, just past rigid District of Columbia inspection. Will deliver anywhere under own power, within 250 miles, free. One half deposit, balance on delivery. Price $600 or will trade for 9-B and cash. William L. Mackey, 511 10th St., S.E., Washington 3, D. C.

1935 Series 17 V-12 Sedan, completely restored, $975. Bill Miller, 72 Haseco Avenue, Port Chester, New York.

1928 Airman Sedan partially restored, $200 or make reasonable offer. Also have some Franklin parts. Richard Wells, 370 Jamesville Avenue, Syracuse 5, New York—GR 5-8327.

1932 Series 17 V-12; 6 wire wheels, no dents, slight rust at edge of fenders. $1,050. Anton Ostrunic, 881 East 239th Street, Euclide 23, Ohio.

Some Used Franklin Parts for sale by old-time Franklin repairman Ed Landmichl, Jr., 3826 West 65th Place, Chicago Lawn 29, Illinois.

For Series 16 1932—Body and chassis of this car were stripped to bare panels for refinishing when they were ruined by fire; however, all the parts which were previously unbolted are still in fine condition (wheels, hood, bumpers, front fenders, etc.) Send all inquiries to C. S. Clark, 218 East New York Street, Indianapolis, Indiana.

1930 Model 145 four door, 5 passenger delux Franklin, 37,000 original miles, excellent shape. Stuart Williamson, Winthrop House I-43, Cambridge, Mass.

Franklin Script—5/32" thick x 2" wide x 9¼" long; cast of solid statuary bronze; smooth, can be plated or polished. Cost $6 ($1 of this goes to HHFC treasury). Contact Don Clairmonte, 12 Gansevoort Street, New York, New York, CH 2-6079.

WANTED

For 1909 Model D—Carburetor, top sockets, rear fenders, L.H. rear door, door handle. Would be willing to rent parts for copying. Jack Wadsworth, 264 W. Pamela Road, Arcadia, California.

For 1932 Series 15 Convertible—Windshield frame, aluminum outer running board edges, grill assembly. All parts must be in good shape. R. E. Lower, 2531 S. Limestone St., Springfield, Ohio.

For 1930 Model 145 Conv. Coupe—L. & R. doors complete with chrome window channels, pair of headlamps, owner's and repair manuals. A. E. Nordby, 2300 Patricia Lane, Billings, Montana.

For 1926 Boattail Roadster—Headlamps complete with crossbar, tail light assembly, speedometer and clock, rumble seat steps, one tire rim. Kenneth Petrick, 6142 E. 23rd St., Tucson, Arizona.

For 1933 Series 18B Olympic—Good left front fender without tire well. Will purchase; or trade valves, valve springs and tappets for fender. C. W. Millard, 8014 -Keyes Ave., Cleveland 4, Ohio.

For 1931 Sport Conv. Coupe—Rumble seat deck with cushions, hinges, lock and all necessary fittings; dash unit oil gauge; step plate for top of R.R. fender. A. R. Rathert, County Trunk BB, Cottage Grove, Wisconsin.

THE MARKET PLACE

For 1905 Cross Engine—Any engine or chassis parts. Stan Wilkinson, 1826 Gregg St., Philadelphia 15, Pa.

For 1934 Airman—Small steel caps used to cover the tips of the rubber running board strips. Clifford Boram, 104 Oak Street, Maywood, Illinois.

Wish to Correspond with anyone having info on Middleby automobile (air-cooled) made in Reading, Pa., in 1909. Contact Norman Becker, York Street, Hanover, Pa.

1934 Olympic Four Door Sedan for parts, esp. rear doors. J. A. Cain, Olde Mill House, Kingsville, Ohio.

Correction: Issue #14 Leads—Atlantic Auto & Truck, 19020 South Figueroa St., Los Angeles, California.

Overdrive transmission for 1933. Harry Bauer, Gahanna. Ohio.

Limousine or landaulet body for Series 8 (circa 1916). Fenton W. Merideth, 66 Ferncliff Ave., Youngstown, Ohio.

Manual for 1923 Series 10. Fay P. Graham, Bronson, Mo.

Trunk for 1931 Victoria Brougham—C. E. Edwards, 1140 Manhattan Beach Blvd., Manhattan Beach, California.

Two 650 x 19 Tires and one rim; rear seat cushion for 1929 four door Sedan. Paul L. Taplin, Trow Hill, Barre, Vermont.

LEADS

Non-Rusting flexible pipe suitable for exhaust systems; any diameter, stainless or brass. International Metal Hose Co., 2775 S. Moreland Blvd.. Cleveland 20, Ohio.

Large Stock of Parts, willing to help out fellow members. (May be Series 9 through 16). Arthur Burnham, 712 Chestnut St., Waban, Mass.

Complete Series 11 power unit. Contact Billie Joe Campbell. Plains High School, Plains, Texas.

1923-24 ? Series 10 Four Door Sedan, paint stripped off; need top and upholstery. seems complete. Contact H. Austin Clark, Southampton, New York.

1925 Boattail Roadster, extra chassis and engine, $575. Wm. F. Beaver, 2724 Pasteur Ave.. Overland 14, Missouri.

1923 Sedan, 1929 Sedan (restored), 1930 Conv. Coupe, 1932 Speedster, Raymond M. Keeler, Barry Ave., Ridgefield, Conn.

1929 Franklin Speedster. 120 H.P., custom body bucket seats, new tires, all plating is in copper. engine overhauled, spare engine, rear end, trans., etc., $1250. O. F. Springer, Jr., 339 Bay St., Springfield, Mass.

1927 Franklin Sedan, unrestored. Frontier Village, Cape May County Airport, Box 234, Wildwood, N. J.

1928 Franklin Conv. sedan by Dietrich. 11.000 miles. Excellent condition but needs new canvas. Firm $850. Michael Mullen. 29 E. Madison, Chicago, Ill.

1928 Franklin Sedan, stored since 1933; 43 000 miles, new tires and other work. $600. Vie Johnson, 738 College Ave., S. E., Grand Rapids, Mich.

1931 Deluxe Conv. Coupe, excellent condition, original owner. Arns 3811 Sedgewick Ave., New York 63, New York, KI 6-3112.

1923 Cloverleaf Coupe, restored to mint. $1,500. or best offer. N. Marinelli, 991 Highland Ave., Waterbury, Connecticut.

1926 Touring Series 11 with extra parts. $1,750. J. P. Fleming. 1002 Chittock Ave., Jackson, Michigan.

Franklin Parts 1926-1933; clean 1929 Roadster $250. Atlantic Auto and Truck, 19020 South Figueroa Street, Los Angeles, California, DAvis 9-2120. Member James R. Beal of Coleman, Texas supplied this lead.

1931 Henderson 4 cylinder, Model KJ, motorcycle (Air-cooled, of course), 1200 cc. excellent condition. Will trade for pre-1915 Franklin. Contact Classified Editor.

Formulas For Paint Mixing—Original colors used in 1929. Ingredients obtainable through any Sherwin-Williams Automotive Paint jobber. Send $1 and self-addressed stamped envelope plus name of color combination to Don Baxter, 1607 9th St., Woodward, Oklahoma.

1934 Series 17 V-12 Sedan, original. $1,200. W. Cabral, 430 Homestead, Santa Clara, Calif.

1931 Formal Sedan $100. Gene Matlock, RFD #2, Narron, Pa.

1927 Sedan $1,000; 1928 Victoria $500. J. Hartley, Colchester, Conn.

1925 Series 10A Coupe; completely restored, A. H. Kruger, 746 Fedora, Fresno, Calif.

Parts—Some new, some used. Contact member Frank Bell, 833 5th Ave., S. W., Calgary, Alberta, Canada.

De Causse Period Franklin in junkyard in Las Vegas, Nevada. Contact member Sam DeBolt, 232 Lake St., Reno, Nevada.

Pair of Early Siderails. For more information contact member Carl Fregonese, 466 Bergen Blvd., Palisades Park, New Jersey.

1932 Sedan, good condition. T. W. Chapman Garage, Strattonville, Pa., Phone 32.

Used Parts—Silvers, West 3rd St., Erie, Pa. Lead by J. A. Cain, Olde Mill House, Kingsville. Ohio. Mr. Cain has a number of extra parts he is willing to sell, mostly later models.

1929, 1930, and 1931 four door Sedans, 1929 or 1930 Conv. Coupe. Also leads on parts for 1929-1933. For further descriptions of cars, contact Classified Editor or James B. Beal, 513 N. Adams, Apt. 12, Alice, Texas.

1930 Airman Sedan, 6 ply tires, all original tools and instruction book, excellent condition. $600. S. W. Havens, Church and Franklin Sts., Media, Pa. Make offer.

Member Phillip B. Quinsler, Jr. of 3840 Calle Guaymas, Tucson, Arizona has located a firm which will fabricate plastic fender and seat covers with Franklin emblem. About $7.00 each on orders of 24. Discount on larger quantities. Contact Brooks Quinsler if you are interested.

1929 Sedan, excellent condition, 100,000 miles. H. D. Gooch, 936 East 81st St., Chicago 19, Illinois.

1928 Coupe, excellent condition, good tires. new paint; needs upholstery. J. Hollingsworth, 3200 Strand, Manhattan Beach, California.

1931 Olympic (?). Price said to be reasonable. For details please write, Herbert R. Allen, 358 Hill Street, RFD, West Warwick, Rhode Island.

Our budget will not permit publication in this increased number of pages. Future issues will include an insert to carry the continually increasing number of small advertisements.

The additional insert sheet will, when space permits and necessity demands, contain last minute Club notices and similar data.

SUPPLEMENTARY BULLETINS of the latest classified advertisements are put out at intervals between issues of ACN. Send a stamped, self addressed envelope to Mr. Courten at the above address for the latest bulletin.

AIR COOLING IS HERE AGAIN

In the last issue when we spoke editorially of our pet abomination, modern stylists, we dismally predicted there would be no more American air cooled cars. We just could not read the portents and were caught fairly off base.

America's newest manufacturer of fine cars, Hallock Manufacturing Company of Strasburg, Pennsylvania, is producing only air cooled models. Designed and styled for an exclusive clientele that has been largely ignored by the older manufacturers this newest car with its direct air cooled engine and its daringly different styling will undoubtedly appeal to millions who have never before considered purchasing an automobile.

We recently witnessed an impressive demonstration of this newest air cooler at Hershey when a certain well known and fairly hefty warbler used one of the newest models for his personal transportation. There is at least one link with Franklin, the modern air cooled engine adopted by this company as standard equipment was designed by our own Dave Doman. It is also whispered, but not confirmed, that future production might include a miniature barrel hood model.

The assembly line

Hallock President leads a driveaway

Carl,

Who is this girl?

Be sure she is there in Fifty-eight

That's an order!

Well folks,

Are you coming?

Better get on the ball. Time's wastin'

Carl Fregonese on the Fourth Trek

THE FIFTH TREK AUGUST 15-16

KNOX GASOLINE RUNABOUT

THIS vehicle is the result of wide experience in similar lines and of years of experimenting and testing in this special line, coupled with the best mechanical skill and manufacturing facilities that money can secure. Early attempts in any line are usually very complicated. The Automobile is no exception. Every invention tends towards simplification, and in this respect, we believe we have made a decided progress and solicit careful comparison with other vehicles.

In the development of this vehicle, we have kept continually before us the idea that the Automobile is *primarily a machine* which must be so built as to stand the trying conditions imposed by poor roads and rough treatment without serious disarrangement or undue strains on the mechanism.

The foundation of the machinery is the frame, which is of exceeding strength and stiffness, being forged in one piece from heavy Angle Steel. We use the principle of *three point support*, which we consider the only sure means for preventing unequal strains in the frame, tending to break or twist it or disalign the machinery. We have used this means wherever possible; the frame being supported on three wheels; the engine being attached to the frame at three points, and the body being mounted on the frame by three springs. Rough and uneven roads have little power to harm such construction.

We are aware that by some, three-wheeled vehicles are not regarded with favor; also that people have tried to make successful three-wheelers and failed. Nevertheless, we are convinced that for a light, two-passenger vehicle, the three-wheeler as constructed by us, has all the advantages of the four-wheeler and many additional advantages without the objectionable features of four-wheeled vehicles or other types of three-wheelers. We obtain great stability which is usually lacking in three-wheelers by hanging our engine low in the center of the frame. This arrangement allows easy and quick inspection of the mechanism, leaves the body free from all machinery and affords ample space in the rear of the seat for carrying purposes.

We believe that we are the first to produce a Gasoline Engine of sufficient power to run a two-passenger vehicle over ordinary country roads in mid-summer without a water jacket and its accompanying inconveniences. Our method of air cooling is sure. This feature is of great importance in the perfection of the gasoline vehicle and needs only to be seen to be appreciated.

SPECIFICATIONS

Wheels Heavy bicycle type. Front (steerer), twenty-six inches in diameter. Two rear (drivers), twenty-eight inches in diameter.

Tires Two and one-half inch pneumatic.

Tread To fit ordinary roads.

Wheel Base Sixty inches.

Frame Special design, Angle Steel, forged in one piece to gracefully conform to the lines of the body.

Frame Head and Front Fork Are made in our own foundry from specially strong metal. All other parts requiring great strength, are also made from this metal.

Springs One front; two rear. Thirty inch elliptic.

Body Stanhope style, upholstered in first quality leather.

Engine The only similarity between our engine and other motor vehicle engines is, that it is run on the four cycle principle and has a four and one-half inch diameter cylinder by six inch stroke of piston. All other features are distinctly novel and original with us. The following is a brief description of the more important ones:

RADIATION of the heat is accomplished entirely without the use of water by the system of attaching an immense number of grooved pins to the surface of the cylinder and combustion chamber, allowing the engine to operate under all conditions without overheating.

OUR VALVE MECHANISM eliminates the many difficulties experienced with all others. One valve only enters the combustion chamber, acting both as an exhaust and as an inlet valve. It is mechanically operated by a variable cam, giving a cut-off regulation for varying the power and speed similar to a steam engine, a result long desired and sought after by gasoline engine builders, but never before accomplished, and enabling us to discard the automatic inlet valve with its many disagreeable features. The one spring used in connection with our valve mechanism is located away from all heat and can be easily removed or adjusted.

STARTING is made easy by the great flexibility of our cut-off regulator, the movement of which takes the entire compression off the engine or gives any degree of compression desired.

LUBRICATION The engine bearings, both ends of the connecting rod and the piston, are all oiled by one large sight-feed oil-cup, conveniently located for filling, and containing sufficient oil for a two-hundred-mile run.

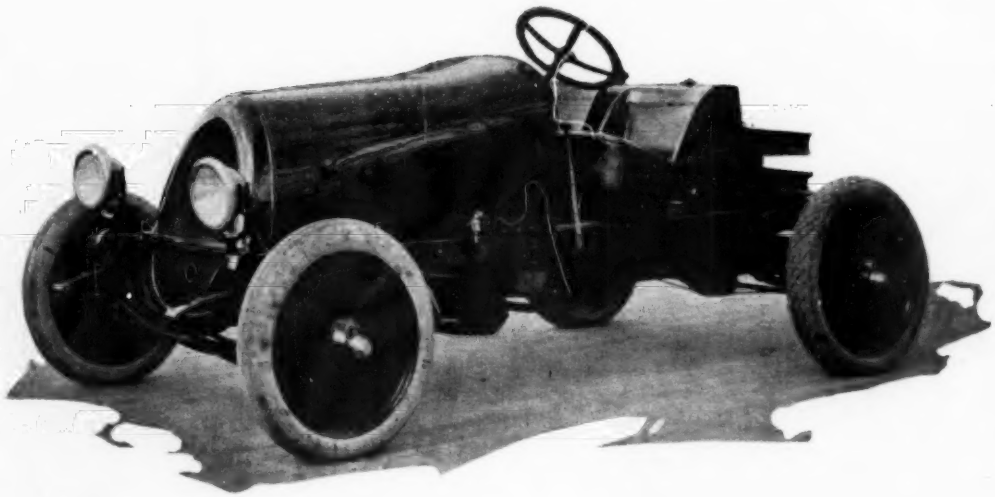
THE ATOMIZER AND AIR SUPPLY are entirely automatic and need no adjustment or attention of any kind. The gasoline is used up clean and by many improvements in detail, we have secured reliable operation.

IGNITION is by the Jump Spark system, the details of which have been greatly improved and simplified, making it reliable and positive in action.

SILVER CITY
E

A Special Franklin

ONE ONLY



HERE'S an opportunity for some dealer or salesman who is quick enough to grasp it. Get out and show this offering, a special Franklin, to that friend or acquaintance who has been wishing for just such an outfit, especially built for fast work.

This model was constructed for B. B. Crow, the Franklin dealer in Montevideo, Uruguay, who planned to enter it in the big 500 mile road race scheduled for some time this summer. The Montevideo authorities, however, are preventing the use of the highways for this purpose, and as the race is indefinitely postponed, the model is available for someone in America.

The maximum speed of this road car is 57 miles per hour, actual test. The car has a 13-51 rear axle gear reduction; the differential, transmission, power plant and all other units are standard. Listed briefly, the details of the car vary from the standard as follows:

Special cowl.

Two bucket seats.

Special installation of the gasoline tank directly behind the seats, leaving sufficient space behind to accommodate spare battery and portion of tool equipment.

Steering gear lowered.

Two extra Parker disc wheels mounted on rear deck. These are in addition to the four disc wheels with which the car is equipped.

Front springs have been moved forward twelve inches to allow better negotiation of curves at high speed.

Color—black.

FRANKLIN AUTOMOBILE COMPANY, SYRACUSE, NEW YORK